

Prices and Prospects.

COKE MARKET WITHOUT MATERIAL CHANGE; RECENT ADVANCE IS MORE THAN A FLURRY

Hot Furnace Prices Recede
Slightly From the
High Mark.

1ST HALF CONTRACT UP TO \$4

Andry Coke Reestablishes Its Spread
Above Furnace, Spot Commanding \$8
to \$9.25 and Contract \$5 to \$6; Most
Spectacular Pig Iron Rise in History

Special to The Weekly Courier.
PITTSBURG, Nov. 1.—While spot
nace coke has fluctuated since last
ort it is not materially changed
a week ago. Contract furnace
e is higher and foundry is higher
both spot and contract. Thus the
rket as a whole is decidedly strong-
and there is less reason to assume
t the sharp advance in spot fur-
ce coke over the past few weeks
resents simply a flurry. Coke is
nally scarce and is in grave danger
becoming scarcer. Consumers are
y alive to the situation and are
aking less of price than of pros-
its for delivery.

Last Thursday spot furnace coke
at \$9.00, the top price on this
market. Saturday sales were made
at \$7.00 and this remained the mar-
ket yesterday afternoon. Yesterday
rning there were sales at \$7.00 but
sales late in the day were at \$7.25
today's market is quotable at \$7.00
to \$7.25.

The contract furnace coke market
is stiffened. Until this week the
best price done on contract was
75, and that only for the half year.
Contract involving about 10,000 tons
month over the first half has now
made at \$4.00, while a recent
er of about the same tonnage, who
nted to pay \$3.75 for the half
r but would not consider the price
the whole year, has now extended
contract for the second half at the
ne price. Thus on the basis of last
e the contract market is quotable
\$2.75 to \$4.00, but the common opin-
is that still higher prices are go-
to be realized on contract. A very
markable reason for this is in circu-
lation the effect that certain furnace in-
ests which bought coke for first
several weeks ago at considerably
\$3.00 are now fearful that they
it not get deliveries and are con-
templating buying their coke afresh
other quarters and at the higher
ces now being obtained.

Foundry coke, which lagged behind
nace coke in its sudden advances,
a now caught up and re-established
spread above furnace. For several
y past the best brands have been
ing for spot shipment \$8.00 to the
ler or about \$8.25 to the consumer,
the indifferent brands are easily
manding \$7.50. A week ago spot
ndry, on the basis of actual sales,
s quoted at less than spot furnace,
nly because the advance in furnace
e been so sudden that the foundry
rket had not recognized it.

Interest has suddenly appeared in
ndry coke on contract. The
jority of contracts were made for
a twelve-month beginning July
t a few consumers elected to buy
y for the half year, which was
ed at the same price as the twelve-
nth period was selected. The latter
e was at \$3.75. Last Friday a con-
t was made for several carloads
nth over the first half at \$5.00 net to
e dealer or about \$5.25 to the com-
er, and this appears to have been
e first contract on the new move-
nt. This week it is reported that as
h as \$6.00 has been done on a sim-
r contract. The market now stands:
oaturnace \$7.00 to \$7.25
rtract furnace \$3.75 to \$4.00
at foundry \$7.50 to \$8.25
rtract foundry \$5.00 to \$5.50
The local pig iron market has had
a most spectacular rise in a gener-
n, all grades being quotable fully
a ton higher than a week ago. The
vanced quotations are based on
ual sales involving fair sized ton-
ges, but the total turnover has not
en large, as sellers have acquired
a habit of selling only a moderate
nage at a price, and then asking a
rther advance. The pig iron ad-
vce reflects in part the natural ease
h which the market should ad-
vance when steel prices are propo-
riately vastly higher than pig iron,
d in part from a definite scarcity
pig iron from increasing consump-
n by the steel industry as more
el making capacity is completed,
d in part from seriously reduced
kes of pig iron by the merchant fur-
ces on account of coke shortage. A
w merchant furnaces are already
ot of coke to such an extent that
y have been compelled to slow down
eir operations. While the steel in-
ests can afford to pay fancy prices
r spot furnace coke to eke out poor
liveries on contracts the merchant
races cannot afford to do so. The
rket is now quotable strong as fol-
lows:

Standard Chain Company Absorbed
by the American Concern.
PITTSBURG, Oct. 31.—Announce-
ment was made here today that the
Standard Chain Company, with plants
in Pennsylvania, Ohio and Indiana,
had been sold to the American Chain
Company of Bridgeport, Conn.
The company has a capacity of
30,000 tons of finished product annu-
ally. The general offices will be
moved from Pittsburgh to New York.

Compensation Claims.
To October 7th there had been filed
with the Workmen's Compensation
Board a total of 6,958 claims.

COKE FREIGHT RATES.

The freight rates on coke from the Connellsville district, which includes what is officially known as the Connellsville region (sometimes called the Basin district and the Lower Connellsville region) (often called the Klenzick and sometimes the Mountain district) to principal points of shipment, are as follows per net ton of 2,000 pounds:

Destination	Rate
Baltimore	\$1.00
Buffalo	1.85
Canton	1.40
Chicago	2.50
Cleveland	1.60
Columbus	1.85
Detroit	2.10
Erie	2.80
St. Louis	1.65
Richmond	1.65
Harrisburg	1.70
Joliet	2.50
Louisville	2.50
Milwaukee	2.50
New York	2.50
Philadelphia	2.50
Pittsburgh	2.50
Port Henry, N. Y.	2.50
Pottstown	1.55
Reading	1.55
Richmond	2.50
South Bethlehem	2.50
Swedeland, Pa.	2.00
Wilmington	1.85
Wheeler	1.20
Valley Points	1.20

PIG IRON LEADS IN PRICE ADVANCE

Average Increase of \$2 a Ton During
The Past Week Due in Part to the
Restricted Supply of Coke.

Special to The Weekly Courier.
NEW YORK, Nov. 1.—The American
Metal Market and Daily Iron & Steel
Trade tomorrow as follows:

There has been an average advance
in pig iron in the past week in the
various markets amounting to almost
\$2 a ton. Bessemer, basic and foundry
at Valley furnaces are all up \$2.50
and the Lake front districts show var-
ious advances. The cause of the ad-
vance is partly psychological, as it is
easy for prices on any commodity to
advance these days, and partly phys-
ical, as the output of some merchant
furnaces has been restricted by coke
shortage and further and more se-
rious restrictions are in prospect. The
whole coke market has advanced
sharply in the past week, furnace and
foundry coke for spot shipment and
under contract being quotable higher.
In the past week spot furnace coke
has been regularly bringing \$7.00 to
\$8.00. The steel works can afford to
pay such prices while the merchant
furnaces cannot.

Crushed steel is quotable higher,
at \$50 for soft steel billets and \$52
for sheet bars. The trade has been
combed over thoroughly in the inter-
ests of domestic and foreign buyers
with the result that all offerings be-
low these prices have been absorbed,
and no large tonnage was secured at
that.

The finished steel products have be-
come quite irregular in price, as the
mills no longer have definite sales
policies. They accept one order and
decline another, and are by no means
uniform in quotations on the business
they do accept. Bars, plates and
shapes are all distinctly higher, for
delivery at mill convenience. The
minimum on galvanized sheets is up
\$5 a ton, to \$4.00. Sales of tin plate
at \$5.75, even to regular customers,
are now quite restricted, and consumers
who receive insufficient allot-
ments at \$5.75 from their regular mills
are now bidding \$6.25 in the open
market, while \$5.50 was done this
week on 50,000 tons for export.

October outputs have been large at
all the mills and many have broken
previous records for a month.

TO CHECK MIGRATION

Southern Towns Trying to Curtail
Movement of Negroes to the North.

Drastic ordinances are being adopted
by towns and cities in practically
every southern state looking to cur-
tailing the negro immigration to the
north.
Alabama, Tennessee, Arkansas, Mis-
sissippi and Georgia all have laws
which prohibit the "enticing of labor"
and impose licenses upon those en-
gaged in hiring labor. Some of the
states have laws which prevent a la-
bor agent from removing labor out
of the state.
Thousands of plantation negroes are
moving northward. Public works are
short handed, farms operated by
negro tenants are being depopulated
and the labor outlook in certain sec-
tions of the south is far from encour-
aging.

BIG CONCERN SOLD.

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by the American Concern.
PITTSBURG, Oct. 31.—Announce-
ment was made here today that the
Standard Chain Company, with plants
in Pennsylvania, Ohio and Indiana,
had been sold to the American Chain
Company of Bridgeport, Conn.
The company has a capacity of
30,000 tons of finished product annu-
ally. The general offices will be
moved from Pittsburgh to New York.

Review of the Connellsville Coke Trade.

Statistical Summary.

PRODUCTION.	WEEK ENDING OCT. 28, 1916.				WEEK ENDING OCT. 21, 1916.			
	Ovens.	In.	Out.	Tons.	Ovens.	In.	Out.	Tons.
CONNELLVILLE DISTRICT.								
Connellsville	20,569	18,331	2,628	307,682	20,850	18,188	2,671	220,820
Lower Connellsville	17,563	14,914	2,639	192,649	17,563	14,809	2,744	177,376
Totals	38,132	33,245	5,167	430,331	38,413	32,997	5,415	398,096
FURNACE OVENS.								
Connellsville	16,984	14,994	1,990	194,849	16,984	14,851	2,133	180,737
Lower Connellsville	5,826	3,010	807	64,125	5,826	4,949	877	50,800
Totals	22,810	20,013	2,797	258,974	22,810	19,800	3,010	230,636
MERCHANT OVENS.								
Connellsville	3,575	3,337	538	42,533	3,575	3,337	538	40,083
Lower Connellsville	11,727	9,805	1,832	128,521	11,727	9,860	1,867	117,677
Totals	15,302	13,142	2,370	171,054	15,302	13,197	2,405	157,760
SHIPMENTS.								
To Pittsburgh	4,814 Cars.	150,598 Tons.			4,053 Cars.	131,647 Tons.		
To Points West of Pittsburg	5,097 Cars.	218,782 Tons.			5,728 Cars.	206,618 Tons.		
To Points East of the Region	1,590 Cars.	53,537 Tons.			1,681 Cars.	52,805 Tons.		
Totals	11,501 Cars.	412,917 Tons.			11,462 Cars.	391,070 Tons.		

BY-PRODUCT OVENS HAVE PREVENTED A FAMINE IN COKE

By Augmenting Supply From
Connellsville Region.
Operating

UNDER UNUSUAL CONDITIONS

Notwithstanding the increase in the
By-Product Ovens the Connellsville
Region Has Been Taxed to Its Limit
to Produce Both Coal and Coke.

With the developments which the
unusual and phenomenal conditions of
the past few weeks have brought in
the coke trade, the by-product coke
ovens are found to have assumed a whol-
ly different relation than was earlier
expected. When they began to in-
crease largely in number, both actual-
ly through the completion of new
plants and prospectively through nu-
merous new projects, the fear was
entertained in many quarters of coke
dom that they would tend to demor-
alization of the trade through the
elimination of the beehive oven.

While the certainty that this latter
result will not eventually be achieved,
thus far the entry of the by-product
ovens has not yet had such an effect.
While the successive completion of by-
product plants at the furnaces of con-
sumers which formerly drew their sup-
ply from the Connellsville region, has
lessened the demand for coke and in-
creased the demand for Connellsville
coal, the by-product ovens have not
supplanted the beehive as producers
of coke to the extent that was antici-
pated. On the other hand they have
served, in the extreme urgency of the
times, the very excellent purpose of
the consumers of coke, of assisting
very materially in preventing a fam-
ine in that essential commodity.

When, during recent months the
shortage of labor in the Connellsville
region began to become acute, and
the demand for coke grew as the num-
ber of active blast furnaces increased,
the pressure on the coke trade be-
came unprecedentedly great. Car supply
troubles later intervened to make con-
ditions still worse. "It then began to
dawn upon the coke trade," writes the
Pittsburgh correspondent of The Coal
Trade Journal, "that had it not been
for the by-product oven additions there
would have been a famine in the coke
supply that would have been one of the
most critical that could occur to the
iron and steel industry. Thus, in-
stead of the by-product competition
proving a depressing influence it has
been a good thing for the industry and
its allies, iron and steel. To-day, with
but few exceptions, by-product coke
plants have been unable to meet all
the demands of the companies own-
ing them. They are increasing in
number and output. It is true, but this
increase is meeting with less concern
now than ever before. It was a Con-
nellsville operator who pointed this
out recently when he said:

"By-product coke has come to stay,
and it is going to ultimately transfer
the coke industry from the Connell-
sville region to points near the consum-
ing plants, where the gas and other by-
products can be used as the coke is be-
ing made. But when the volume of
trade has dropped to a low point and
prices are so low that profits go glim-
mering, there will be the necessity
for this same Connellsville coke to feed
the by-product coke plants. The sale
of raw Connellsville coal will be more
profitable than possibly could be the
case of coke under severe competition.

"This is, to my mind, the most im-
portant development of the year. To-
day we are shipping out of the field
on an average 250,000 to 275,000 tons
of raw coking coal a week, for by-
product ovens located elsewhere,
while our limited labor supply we
manage to keep up a production of
400,000 tons of coke. Thus this new
coal trade influence is going to be a
balancing wheel for a long great sag-
ging of prices and a standing ele-
ment in times of depression that will
be helpful in many ways to the con-
sumer and producer."

FIGHT TAX SALE

Thompson Attorneys Will Appeal De-
cision of West Virginia Court.

A. G. Dayton, judge of the United
States district court, has refused to
grant an injunction restraining the
sheriff of Monongalia county, West
Virginia, from selling the coal lands
of J. V. Thompson for delinquent
taxes. The application was made by
the attorneys representing the in-
terests of J. V. Thompson and practi-
cally all of the attorneys at the Morgan-
town bar signed a petition against
granting of the injunction. The attor-
neys at Morgantown took the posi-
tion that the granting of the injunc-
tion would delay the settlement of
the claims as promised by the com-
mittee appointed for that purpose.
It is understood that the attorneys
for the Thompson interests will take
an appeal to the circuit court of ap-
peals of the United States. As the
property is advertised for sale De-
cember 1, there is little time for ac-
tion. There is some difference of
opinion as to whether the land is
legally advertised for sale as provid-
ed by the statute, as the West Vir-
ginia statute provides that land shall
be sold at a term of the county or city
court.

TO HOLD LABOR SUPPLY

Pittsburgh Manufacturers Planning to
Check Exodus of Their Laborers.

Not least among the problems that
may confront America after the war
ends is that of retaining their labor.
Europe's need of men to do the big
work of reconstruction will be great,
and, doubtless, strong inducements
will be held out to those of European
birth in the United States to return
and help in the task.
The manufacturers of Pittsburgh,
with more foresight than often marks
the American business man, are plan-
ning to check the probable exodus of
their labor before it begins. They
have united in a campaign of educa-
tion on the better opportunities af-
forded the worker in this country.
Circulars and newspapers in all lan-
guages represented in Pittsburgh in-
dustries are being distributed among
the men, presenting reasons why it is
to their advantage to retain their jobs
rather than to risk the chances of the
new conditions in the old world.

BIG COAL DEAL

Middle Steel Buys Holdings of
Union C. & C. Co.

MARIANNA, Pa., Oct. 28.—The
entire holdings of the Union Coal &
Coke Company in this vicinity have
been sold to the Middle Steel &
Ordnance Company, according to an
announcement made last night. The
purchase price was not announced but
it was understood to have been at
least \$4,000,000. The holdings in-
clude 5,500 acres of coal land. There
are three shafts, two of which have
been idle for some time but operations
will be resumed within a few weeks.
Announcement regarding the sale
was made by William Bird, superin-
tendent of the coal company. It is
understood here that the steel com-
pany intends to use the output of the
mines in its own plant. Many im-
provements will be made and 85 of the
150 coke ovens which have been shut
down for some time will be blown in.

Roboy's Successor.

Richard Maize, formerly of Monon-
gahela, but recently of Beswell, Som-
erset county, where he served as su-
perintendent of the Somerset Coal
company, has been appointed mine in-
spector of the Fifth bituminous district
with headquarters in Calumet, to
succeed I. G. Roboy, the veteran in-
spector of that district, who died some
weeks ago.

A New Vice President.

Arthur Hale, a railroad man of wide
experience, has been elected vice pre-
sident in charge of the transportation
and traffic department of the Consoli-
dated Coal Company of Fairmont. His
office will be in Baltimore.

Car Orders.

Merchant coal builders last
week booked contracts for over 9,000 cars,
making a total of 16,000 cars ordered
since the first of October.

Production and Output.

OPERATORS DID BETTER THAN THE RAILROADS IN MEETING THE HARD MARKET CONDITIONS

COKE TRADE SUMMARY.
The operators of the Connellsville
region did relatively better
than the railroads last week in
meeting the hard conditions im-
posed by the recent sharp ad-
vance in coke prices. With slight-
ly better efficiency in the work-
men, more active ovens and a
better week's furnace car supply,
they increased both production
and shipment, the former to 430,-
000 tons and the latter to 418,000
tons. The railroads have been unable
to supply sufficient cars to move
the coke some stock was laid
down, being estimated at about
12,000 tons.

Coal shipments fell off 7,000
tons, due to continued shortage in
car supply. The tonnage move-
ment from the region, including
coke with the coal reduced to its
coke equivalent, was 77,600 tons,
an increase of 3,000 tons.
Spot coke's average car supply
from the high point of \$8 reached
late last week, and is now quot-
able at \$7.47.25. The contract
furnace market has fallen, on con-
tract for 9,000 tons per
month having been closed at \$4
for first half. The market is
quoted at \$7.50 to \$8.00, with ex-
pectations that it will go higher.
Foundry coke has caught up
with furnace on both spot and
contract prices, the former now
at \$7.50 to \$8.25, the latter \$8.50 to \$9.

On Specifications on Their
Contracts for Northern
End Coke.

CAR SUPPLY UNDER STANDARD

Allotment Fair But Regularity of
Placing Interfered with to Some
Extent; Shipments Held Close to
The Totals of The Previous Week.

The operators of the Lower Con-
nellsville and Greensburg-Connellsville
districts are so busily engaged in
maintaining requirements on con-
tracts, and so nearly applying the
wholes of their output in this direction,
that they are but slightly interested
in the exceptionally high spot coke
market. Were they able, through a
fairer complement of cars to produce
more coke, and were application more
cars and with greater regularity their
interest in present prices and demand
would be both active and lively and
production would soon be pushed to
the maximum. Under the circum-
stances the greater effort is now re-
quired to hold consumers within rea-
sonable bounds on their specifica-
tions.

Car supply during the past week
has been fair in allotment but on se-
veral days there was delay in placing
which resulted, in some instances, in
the partial loss of a day's loading and
in other instances the loss of the whole
day. Even with this handicap the
shipments both east and west were
kept close to the totals of the previous
week.

During the week ending Saturday,
October 28th, the shipments of both
districts were as follows:

Week	Upper	Greenburg	Total
Shipping	18,000	18,000	36,000
Jan. 1	18,000	18,000	36,000
Jan. 8	18,000	18,000	36,000
Jan. 15	18,000	18,000	36,000
Jan. 22	18,000	18,000	36,000
Jan. 29	18,000	18,000	36,000
Feb. 5	18,000	18,000	36,000
Feb. 12	18,000	18,000	36,000
Feb. 19	18,000	18,000	36,000
Feb. 26	18,000	18,000	36,000
Mar. 5	18,000	18,000	36,000
Mar. 12	18,000	18,000	36,000
Mar. 19	18,000	18,000	36,000
Mar. 26	18,000	18,000	36,000
Apr. 2	18,000	18,000	36,000
Apr. 9	18,000	18,000	36,000
Apr. 16	18,000	18,000	36,000
Apr. 23	18,000	18,000	36,000
Apr. 30	18,000	18,000	36,000
May 7	18,000	18,000	36,000
May 14	18,000	18,000	36,000
May 21	18,000	18,000	36,000
May 28	18,000	18,000	36,000
Jun. 4	18,000	18,000	36,000
Jun. 11	18,000	18,000	36,000
Jun. 18	18,000	18,000	36,000
Jun. 25	18,000	18,000	36,000
Jul. 2	18,000	18,000	36,000
Jul. 9	18,000	18,000	36,000
Jul. 16	18,000	18,000	36,000
Jul. 23	18,000	18,000	36,000
Jul. 30	18,000	18,000	36,000
Aug. 6	18,000	18,000	36,000
Aug. 13	18,000	18,000	36,000
Aug. 20	18,000	18,000	36,000
Aug. 27	18,000	18,000	36,000
Sep. 3	18,000	18,000	36,000
Sep. 10	18,000	18,000	36,000
Sep. 17	18,000	18,000	36,000
Sep. 24	18,000	18,000	36,000
Oct. 1	18,000	18,000	36,000

Standard Connellsville Furnace Coke

EXCLUSIVE SELLING AGENTS FOR **3,500,000** **TONS ANNUALLY**

THE BEST BRANDS IN THE REGION.

Contracts Filled With Good Coke When the Market Is High as Well as When It Is Low.
Good Service Saves Demurrage and Annoyance. First Class Inspection.

LARGE TONNAGE OF **Low Phosphorus Coke** **FURNACE COKE.**

SMELTER, FOUNDRY, HEATING COKE AND COAL.

PRODUCERS COKE COMPANY, FIRST NATIONAL BANK BUILDING,
UNIONTOWN, PA.

THE FUNCTIONS OF UNITED STATES BUREAU OF MINES

Co-Operates With But Assumes No Authority Over the Operators.

VALUABLE NEW PUBLICATION

Which Sets Forth The Purpose and Aims of the Agency Which is Doing So Much to Protect Greater Safety in Mining and Sound Development.

In the pamphlet entitled, "Rescue and Recovery Operations in Mines After Fires and Explosions," just issued by the United States Department of Mines, an exhaustive treatment of the subject is given. In the preface to this interesting and valuable publication the functions and purposes of the Bureau of Mines are set forth in detail.

The Bureau of Mines does not attempt to usurp any of the functions of the states but seeks to co-operate with them in investigations that will benefit both the state and the federal government. Because the government, through its greater resources, is able to carry on more extensive and longer investigations, it is generally better able to command the services of specially trained men, and the states receive a benefit through co-operation that is not obtainable otherwise.

The Bureau of Mines, with much care and at much expense, has collected information in the United States and in Europe on mining methods and the prevention of accidents. Having thus a store of knowledge on many subjects of vital importance to the mining industry and to the safety of mine workers, as well as the knowledge gained through experiments in laboratories and mines, the bureau endeavors to impart the information to the miner, the operator, and all others concerned in mining. For this reason the bureau is conducting an educational campaign in all the mining centers of the country by means of public lectures illustrated with lantern slides and moving pictures, by teaching first aid to the injured, by training miners in the use of rescue breathing apparatus, and by lectures on rescue and recovery methods. All of this instruction is furnished without cost to the miner.

The Bureau of Mines has no authority of law to enter any private mine or to require any operator or miner to observe any law or regulation. As the mines are the property of the mine owners, members of the bureau gain admittance to any mine only through the invitation or the permission of the owner or the officials of a mine. Through this freedom of entry extended by the operators the bureau has obtained much valuable scientific information. This information has been carefully guarded to prevent its being used in such way as would antagonize mine owners and lead to free entry to their mines being denied the bureau's engineers.

The bureau has no authority to enforce any of its recommendations, still less to enforce any provision of State laws. At the best, it can only recommend and leave the operator and the miner free to adopt or to reject. The recommendations of the bureau to the general mining public are printed in the publications issued by the bureau. After an investigation of a mine disaster a report is prepared for the benefit of those engineers of the bureau who are engaged in studying methods of accident prevention. The report contains the conclusions and recommendations of the engineer who conducted the investigation in the mine. At the request of the operator a copy of the report is furnished for his confidential information.

The bureau aims to extend its educational work, to train a large number of miners in the use of rescue breathing apparatus, to induce operators to establish rescue stations, and to keep crews of men trained to use the apparatus immediately when life may be saved. When a disaster imprisons miners, the nearest trained rescue men and rescue car or truck of the bureau is dispatched to render all possible assistance to those in charge of the rescue and recovery operations. The bureau's men have no authority to assume charge of any of the work, and do so only at the request of the mine officials.

The Bureau of Mines maintains only one trained rescue man at each of its several stations, and not over three on any one of its cars, and such a small force cannot conduct rescue or recovery work without assistance. The Bureau is not able financially to keep in its employ at each station and on each car enough trained men to make a properly constituted rescue crew, therefore in order to accomplish rescue work the services of trained miners must be obtained. In all the principal coal and metal mining districts enough miners and mine employees have now been trained to permit the quick assembling of a large number of men trained to assist in mine recovery work.

Where such arrangements are made possible the bureau will furnish rescue apparatus from its nearest station or car, and the trained engineers and miners of the bureau will be on hand as soon as they can be to direct or advise and assist in conducting in the safest manner the exploration of the mine for recovering entombed miners and for locating any fires.

The Bureau suggests that mine operators should provide local rescue stations at individual mines or a joint station for a group of mines, and equip the station with rescue apparatus ready for immediate use, so that they need not depend on the bureau's apparatus, which may have to be transported many miles and not reach the scene of the disaster until after many hours or the greater part of a day.

Advertise in The Weekly Courier.

THE REDUCTION OF WORKING TIME

Rather Than Shortage of Men is One Cause of Restricted Coal Output at West Va. Mines.

West Virginia coal operators, no less than their neighbors across the line in Pennsylvania, are suffering from restriction in output due to labor conditions. One large operating company points out that there is not so much a shortage of labor as there is a shortage of work produced by the labor employed in comparison with the results shown in previous years. A recent census by one operator revealed the fact that there were 50 per cent. more employees on the rolls, during a constant period of three months, than reported for work each day. In other words, only two-thirds of the number on the pay-roll were working each day during the period in question, and of the two-thirds total turnout, the tonnage produced per man was almost one ton per man per day under the results secured in previous years.

"The conclusion naturally arrived at," says a correspondent of the "Coke Trade Journal," is that, due to the gradual but constant increase in mining rates, the average miner earns in four working days per week the amount which he himself sets as his standard, and, even in the four days per week that he does work, he is not compelled to exert himself to produce a satisfactory earnings. This is not true of every employee, but of the average. We have a number of employees who are still eager to work each day and to earn as much each day as they can. On the other hand, however, we have employees who do not even want to work three days per week, and will not do so unless compelled by actual necessity.

"From actual operating results, therefore, there is a scarcity of labor. In actual numbers the shortage would not be so noticeable if the same tonnage per man per month could be secured as was obtainable in former years."

FIRE AT RAINEYTOWN

Store of W. J. Rainey There is Almost Totally Destroyed.

Fire of mysterious origin broke out in the W. J. Rainey store at Raineytown, Pa., about 1:30 o'clock Sunday morning and though the Dawson fire department fought hard to check the flames, the building was practically destroyed and the stock consumed or ruined by smoke and water. The loss may reach \$12,000. It was said, covered partly by insurance.

A large sum of money, representing the receipts of Saturday's business, was destroyed in the fire. The stock was a total loss. The stock and currency loss are estimated at between \$5,000 and \$7,000 while the building was held at \$5,000.

Ralph Ellenberger, an employee of the store, was asleep on the second floor when the fire broke out. He was awakened by the smoke and immediately gave the alarm. The building was a mass of flames by the time the Dawson firemen arrived. The blaze is thought to have originated somewhere on the second floor.

NIGHT MINING CLASS

James Wardlaw Will Conduct Classes At Leisnering Building.

A night mining school will be opened in the Dunbar Township High School at Leisnering on Friday evening, November 10. R. K. Smith, supervising principal of the Dunbar township schools will exercise supervision over the school, and James Wardlaw, of Scottdale, the veteran instructor in mining school work, and author of "Mining in a Nutshell," will be the instructor.

Sessions will be held on Tuesdays and Fridays of each week. Special attention will be given to those subjects designed to prepare candidates for the mine foreman and fire boss examinations.

The school which is one of a number now in operation under the tutelage of Instructor Wardlaw, forms part of the work conducted by the Vocational Division of the State Department of Public Instruction in the mining districts of the state.

BUY MARIANA PROPERTY

The Midvale and Cambria Steel Companies the Purchasers.

Announcement of the sale of the entire holdings of the Union Coal & Coke Company, at Marianna, Washington county, to the Midvale and Cambria Steel companies, has been made by William Bird, superintendent of the Union Coal & Coke Company, following a visit to the property of officials of the steel companies. Although the purchase price was not made public, it was indicated that it would reach at least \$4,000,000. The Union Coal & Coke Company was controlled by the Union Trust Company of Pittsburgh. At least 1,500 men will be needed at once to operate the property. The coal company's holdings include 5,200 acres.

BIG STEEL DEAL

J. L. Replogle Buys Properties Owned by Late Joseph Wharton.

PHILADELPHIA, Nov. 1.—Another big independent iron and steel plant is to be erected in the East at a capital investment of from \$10,000,000 to \$15,000,000. The nucleus will be the iron properties and blast furnaces at Wharton, N. J., which belonged to Joseph Wharton, the Philadelphia multi-millionaire and iron manufacturer who died a few years ago. The properties have been bought by J. Leonard Replogle. A big cash payment has been made on account.

Frick Re-Elected.

At the recent meeting of the stockholders of the Atchison, Topeka & Santa Fe railroad M. C. Frick was re-elected a director.

The Lower Connellsville District

With Their Owners, Address and Ovens in Blast Connected to Saturday Oct. 28, 1916.

Total Ovens	In Blast	Name of Works	Name of Operators	P. O. Address
MERCHANT OVENS.				
40	40	Adah	Adah Coke Company	Uniontown
400	400	Allegheny	W. Harry Brown	Allegheny, Pa.
200	200	Allegheny No. 1	W. J. Mainey	New York
200	200	Allegheny No. 2	W. J. Mainey	New York
140	140	American No. 1	American C. & C. Co.	Pittsburgh
240	240	American No. 2	American C. & C. Co.	Pittsburgh
40	40	Asota	The Wilkey & Featherer Coke Co.	Uniontown
40	40	Baldernon	Baldernon Coal & Coke Co.	Pittsburgh
200	200	Brown	Brown Coke Co.	Uniontown
20	20	Brownville	Brownville Coal & Coke Co.	Uniontown
34	34	Barclay	Barclay Coal & Coke Co.	Uniontown
200	200	Century	Century Coke Co.	Uniontown
120	120	Champion	Champion Connellsville Coke Co.	Uniontown
120	120	Crystal	United Connellsville Coke Co.	Pittsburgh
240	240	Donb	Donb Coal & Coke Co.	Uniontown
400	400	Donald 1 & 2	Consolidated Connellsville Coke Co.	Uniontown
160	160	Donald 3	Consolidated Connellsville Coke Co.	Uniontown
140	140	Edna	Edna Coal & Coke Co.	Uniontown
132	132	Eleanor	Burnside Coal & Coke Co.	Uniontown
32	32	Elmer	South Fayette Coke Co.	Uniontown
32	32	Elmer	South Fayette Coke Co.	Uniontown
80	80	Fritz	South Fayette Coke Co.	Uniontown
110	110	Garwood	Garwood Connellsville Coke Co.	Uniontown
60	60	Graham	Graham Connellsville Coke Co.	Uniontown
200	200	Griffin No. 1	Hessinger Coke Co.	Pittsburgh
200	200	Griffin No. 2	Hessinger Coke Co.	Pittsburgh
210	210	Horbert	Horbert Connellsville Central Coke Co.	Pittsburgh
40	40	Hillside	Westmoreland Gas Coal Co.	Pittsburgh
100	100	Hillside	Westmoreland Gas Coal Co.	Pittsburgh
194	194	Hoover	Hoover Connellsville Coke Co.	Uniontown
190	190	Hop	Hop Connellsville Coke Co.	Uniontown
190	190	Hop	Hop Connellsville Coke Co.	Uniontown
200	200	Isabella	Isabella Connellsville Coke Co.	Pittsburgh
140	140	Isabella	Isabella Connellsville Coke Co.	Pittsburgh
220	220	Lafayette	Alcoa Coke Co.	Helen
30	30	Leah	Franklin Coke Co.	Uniontown
400	400	Lincoln	Lincoln Coal & Coke Co.	Pittsburgh
40	40	Little Gem	The Slater Coal & Coke Co.	Pittsburgh
200	200	Low Price	The Slater Coal & Coke Co.	Pittsburgh
34	34	Luzerne	Luzerne Coal & Coke Co.	Uniontown
64	64	Marion	Marion Connellsville Coke Co.	Uniontown
300	300	Mc. Hope	Mc. Hope Coal & Coke Co.	Uniontown
60	60	Murphy	Edward Coal & Coke Co.	Uniontown
100	100	Old Home	Old Home Coal & Coke Co.	Uniontown
400	400	Orient	Orient Coke Co.	Uniontown
202	202	Parish	Parish Coke Co.	Uniontown
72	72	Perry	Perry Coke Co.	Uniontown
101	101	Poling	Poling Coal Co.	Pittsburgh
120	120	Rich Hill	Rich Hill Coal & Coke Co.	Uniontown
88	88	Ries	Ries Coal & Coke Co.	Uniontown
278	278	Royal	W. J. Rainey	New York
80	80	Sack	H. C. Sack Coal & Coke Co.	Uniontown
878	878	Seagriff	Taylor Coal & Coke Co.	Uniontown
200	200	Shamrock	Shamrock Coal & Coke Co.	Uniontown
80	80	Solom	Prospect Coal & Coke Co.	Uniontown
310	310	Stirling	Consolidated O'Neil Coke Co.	Uniontown
400	400	Thompson No. 1	Thompson Connellsville Coke Co.	Pittsburgh
400	400	Thompson No. 2	Thompson Connellsville Coke Co.	Pittsburgh
300	300	Tower Hill 1	Tower Hill Connellsville Coke Co.	Uniontown
300	300	Tower Hill 2	Tower Hill Connellsville Coke Co.	Uniontown
300	300	Triangle	Washington Coal & Coke Co.	Dawson
500	500	Washington 1	Washington Coal & Coke Co.	Dawson
500	500	Washington 2	Washington Coal & Coke Co.	Dawson
70	70	Winland	Winland Connellsville Coke Co.	Uniontown
60	60	Winmore	Winland-Gilmore Coal & Coke Co.	Uniontown
30	30	Yukon	Whyley Coke Co.	Uniontown
11,727	9,400			
FURNACE OVENS.				
120	120	Atchison	Reppell Iron & Steel Co.	Gass
100	100	Bridgeport	H. C. Frick Coke Co.	Pittsburgh
470	470	Brier Hill	Brier Hill Coke Co.	Brier Hill
428	428	Buffington	H. C. Frick Coke Co.	Pittsburgh
600	600	Colonial No. 1	H. C. Frick Coke Co.	Pittsburgh
150	150	Colonial No. 2	H. C. Frick Coke Co.	Pittsburgh
300	300	Colonial No. 4	H. C. Frick Coke Co.	Pittsburgh
250	250	Dearth	H. C. Frick Coke Co.	Pittsburgh
100	100	Edna	H. C. Frick Coke Co.	Pittsburgh
200	200	Edna	H. C. Frick Coke Co.	Pittsburgh
400	400	Footscastle	H. C. Frick Coke Co.	Pittsburgh
200	200	Gensers	H. C. Frick Coke Co.	Pittsburgh
300	300	Isabella	Isabella Coke Co.	Pittsburgh
100	100	Isabella	Isabella Coke Co.	Pittsburgh
610	610	Lacrosse	H. C. Frick Coke Co.	Pittsburgh
844	844	Marlin	Reppell Iron & Steel Co.	Yonkers, N. Y.
80	80	Newcomer	H. C. Frick Coke Co.	Pittsburgh
400	400	Reppell	Reppell Iron & Steel Co.	Yonkers, N. Y.
800	800	Roscoe	H. C. Frick Coke Co.	Pittsburgh
5,028	5,019			

ESTABLISHED 1872. INCORPORATED 1904.

Eureka Fire Brick Works

Eureka Manufacturers of high-grade E. F. B. Fire Brick for Mill, Glasshouse, Rectangular, By-Product and Victor Bee-Hive Coke Ovens.

DIFFICULT SHAPES A SPECIALTY.

Office and Works, Mt. Braddock, Pa. Bell Phone 49, Dunbar

W. C. REYNOLDS, General Manager. C. F. COLBERT, JR., Sales Manager.

W. HARRY BROWN

"ALICIA"

CONNELLSVILLE FURNACE

AND CRUSHED COKE

CAPACITY 2000 TONS DAILY

Offices—ALICIA, (Fayette Co.) PA.—At the Plants

"ALICIA" CRUSHED COKE	Means	Economy
Carefully Selected Strictly High Grade Connellsville Coke		
"7" HOUR BURNING		
Prepared at the Most Modern and Largest Capacity Coke Crusher in the Connellsville Region.		
ABSOLUTELY THE BEST PRODUCED		

PROBE INTO CAR SHORTAGE MADE

Efforts Are Directed Towards Relieving Situation Which is Badly Gripping Coal Trade.

COLUMBUS, Oct. 31.—The State Public Utilities committee today sent telegrams to officials of all railroads in Ohio ordering them to file with the committee a statement showing the number of coal cars loaded or in transit or at stations along their lines on October 31 and showing the number of days detention because of demurrage.

This action was taken by the committee as part of its investigation of the alleged coal car shortage situation in Ohio with relation to the high cost of coal.

Ohio railroad officials said today they believe the brokers or middlemen are in part responsible for the car shortage and subsequent high prices, because they are not unloading the cars, but holding the coal for speculative purposes. M. S. Connors, general manager of the Hocking Valley railroad, a coal carrying road, said many of the cars needed for the Ohio and West Virginia mines are being held

up outside the state.

One large coal company, with headquarters here, received word today that one of its West Virginia mines was without cars today and had to close down. Only one of the company's four mines in Meigs and Jackson counties, Ohio, is operating, because of lack of cars.

"We can't even get mine cars which we ordered last January," said the managers of that company.

HUNTINGDON, W. Va., Oct. 31.—While officials of railroads which do a large coal-carrying business say the abnormal demand for cars is being satisfactorily met, operators having properties in Southern West Virginia and Eastern Kentucky declare today the production of their fields has been cut in some cases from 40 to 60 per cent because of their inability to get ample transportation facilities.

Monster Gas Engine.

The Monongahela Valley Traction Company has installed a 10,000 horse power gas engine at its gas station at Hutchinson, W. Va., for electric power generation.

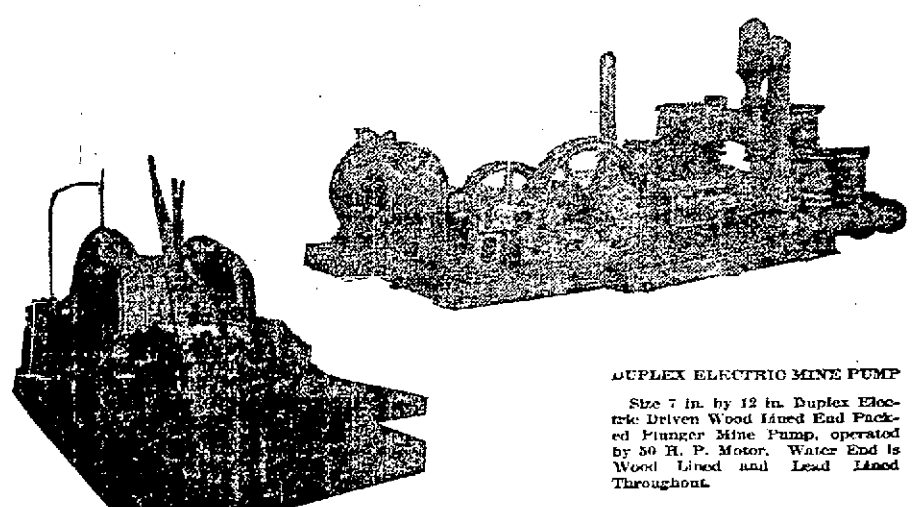
Advertise in The Weekly Courier.

Connellsville Machine & Car Co.

MANUFACTURERS OF

LAFAYETTE PUMPS

Steam, Air or Electric Driven



DUPLEX ELECTRIC MINE PUMP

Size 7 in. by 12 in. Duplex Electric Driven Wood Hired End Packaged Pumping Mine Pump, operated by 50 H. P. Motor. Water End is Wood Lined and Lead Lined Throughout.

ELECTRIC RAULAGE—36 in. Diameter; 30 in. Face; Driven by 25 HP Motor.

Engines, Mine Fans, Larries, Pit Cars, Cages, Coal Screens, Coke Crushers, Coke Barrows, Sheave Wheels, Drums, Universal Dump Cars and Complete

Outfits for Coal and Coke Works.

We carry in stock Machinery Supplies, Injectors, Pipe Fittings, Jenkins' Star and Standard Valves, Packings, Leather Beltings, Steel, Iron and Nails, Railroad Spikes, Splice Bar Bolts and Nut Locks, Machine and Carriage Bolts, Steel Coke Scraper Heads, Scraper Handles, Coke Oven Valves and

COKE HOSE

Works at Mountz Creek Junction of Baltimore & Ohio and Pennsylvania R. R's Office and Store, 309 and 311 Water St., CONNELLSVILLE, PA.

J. P. BRENNEN, President. J. V. THOMPSON, Vice President. ANDREW A. THOMPSON, Treasurer. W. G. ROCK, Secy and Asst. Treasurer.

THOMPSON CONNELLSVILLE COKE CO.

500 OVENS. MONTHLY CAPACITY 50,000 TONS.

STANDARD CONNELLSVILLE FURNACE COKE.

WORKS:	CONNECTIONS:	PITTSBURGH OFFICE:
Thompson No. 1 400 Ovens, Thompson No. 2 400 Ovens, Near Republic Station, Fayette County, Pa.	Pennsylvania R. R., Pittsburgh & Lake Erie R. R., Baltimore & Ohio R. R.	2102 First National Bank Building, Pittsburgh, Pa.

OUR COKE IS OF HIGHEST QUALITY. ANALYSIS FURNISHED ON APPLICATION.

As all of our drawing is done by the Mechanical Extractor, none of the Foundry Coke is eliminated. Purchasers are consequently assured of a uniform quality of Furnace Coke.

HERBERT Du PUY, President. JOHN C. NEFF, Gen. Mgr.

Connellsville Central Coke Co.

General and Sales Office, 1211 Empire Building, Pittsburgh, Penna.

Works—Low Phos. No. 1, Herbert No. 2, near Uniontown, Pa.

Standard Connellsville Coke

MONTHLY CAPACITY 32,000 TONS. P. R. R., P. & L. E. R. and B. & O. R. R. Connections

Coke low in Sulphur and Phosphorus and of strong physical structure. Our Coke at HERBERT WORKS is made in LONGITUDINAL OVENS and is entirely mechanically handled, thus eliminating by screening all dust and dirt.

ANALYSIS FURNISHES ON REQUEST

Graceton Foundry Coke

Our Foundry Coke is unexcelled by any. Its low sulphur and ash and high fixed carbon make it superior to many. It has the ability to give high melting ratios in your foundry.

GRACETON COKE CO.

Graceton, Penna.

Good Job Printing

Is Not Possible without GOOD STOCK is used, SKILLED WORKMEN to do the composition and press work and a COMPLETE EQUIPMENT of Machinery, Up-to-Date Type and all the accessories of a First Class Plant. THE COURIER JOB PRINTING DEPARTMENT lacks none of these essentials. It turns out the HIGHEST GRADE PRINTING, from Visiting Cards to the largest and most complicated Office Forms and Commercial Work of every variety and for any purpose.

Printing for Coke Company Offices

and Works a Specialty

One Order will make you a Permanent Customer.

THE COURIER COMPANY

127½ W. Main St.,

Connellsville, Pa.

MY CONCEPTION OF THE PRESIDENCY
BY CHARLES EVANS HUGHES

Looking Backward

FRIDAY, NOVEMBER 5, 1886.
Election day for Democratic
in this county and state. The reg-
Democratic candidate for Congress
Thaffery and the Independent Dem-
ocrat Dr H. L. Donnelly are decid-
edly in it. Kelly McCallough, Repu-
can candidate
Rev. A. R. Folds formerly of C

from the crash of an aircraft
but I am struck by a railroad train.
Rev. Elders was pastor of the Pres-
byterian Church here in 1868.
A handsome office room is built
Box = Potter & company's building
New Berlin

An oil painting of Mrs. Benjamin Pratt and the work of her son Geo. Pratt is on exhibition in the windows of Charles P. Weiss.

Members of the United Breth-
ren Church announce that regular Sun-
day evening services will be held in
the New Haven frame school building
at this time on

The new public building has progressed to the second story.

The school will take pupils enrolment for the term that will be of no less than eight instead of eight, usual term.

Mr. Kipka, the artist, exhibited some of his work in a selection of Mr. Kipka's is selected to exhibit the works of the Cross in the city of the church.

The procession of the Cross from that historic stream and hence by Dr. G. W. Newcomer, parades before the people of the Democratic defense.

The Standard man at Mount Pin-

The water company supplies mo-

J. E. Sampson, formerly master of the Connelville division of the Ohio railroad, said

week in town

two weeks ending Saturday October

Shipments for the week aggregated 3640 cars consumed as follows: Pittsburgh 1000 cars to points West 1200 cars to points East 600 cars increase of 45 cars over the previous week.

McManley defeats Bryan in the presidential election. The Republican victory is celebrated by a big parade. The Town Council is unable to hold its regular meeting because of the noise made by the Republican celebrants on the streets.

The Humboldt tin plate mill at St. Cornellsville goes into operation. The new Rainey owns at McManley.

Miss Anna Wyatt is married to Samuel L. Bailey by Rev. J. B. Risk of Methodist Episcopal Church

Thornton Barnes of the Cornell football team suffers a broken collarbone in the game with New Haven which results in a 4-0 victory for Cornell.

Conductor Barney O'Connor met slow work of the Water street pass having encountered difficulties in excavation.

The Dennis Club holds its third

Mr and Mrs John Davidson have a narrow escape from death when the horse runs away while they are hurrying from a drive to Scottdale.

FRIDAY, NOVEMBER 9, 1900
Detailed report of the coke trade for the week ending Saturday November 3 shows a total of 21,404 ovens in operation of which 21,020 are in blast. 1,779 idle with an estimated production of 281,228 tons.

14710 cars consigned as follows
 Elkhart, 4804 cars to points West
 8611 cars to points East 1210

SGH care to points East, 1719

William McCleary, one of the presidents of B. H. H. township, died at the age of 90 years.

of new ones, or his string, which
amounts to 1000 ones.
1. S. M. Ke resigns his position
assistant cashier at the Young Natl.
Bank to enter the grain business.
A debate by Eugene Bishop, Sam
Miller and Arthur Keffler is a feat
of the Philo Literary Society's mee-
ting at the High School. Miss Bar-
bara also participated in the pro-
gram.
Propositions are made in the fore-
noon. The First National Bank, Harry
Norton teller becomes second, and

and cashier Fred Flisher bookkeeper
succeeding him as teller Miss
Stier is made teller's clerk Cliff
Edmunds exchange clerk and

For James Franklin Wolfe a civil

celebrated dies at the age of 80 years
last night at 11 Dunn. Lee Patterson
and Mrs. W. G. Patterson attended the
funeral services at the 11th Presbyterian
church to be held in Pittsburgh.
Dr. T. W. Gallagher and Contractor
J. Harry returned from a hunting trip
to Quebec. Dr. Gallagher reports that
he shot a moose and some small game.
John Reynolds is elected member
of the board of directors of the Marine
club and was removed from town.
The County Fair given by the
W. C. T. U. Ladies Auxiliary at the Col
lege is a trade crowded house. Mrs.
B. Marion, Miss Myrtle Mae Brown
and Helen Marklin and Fred G. Marklin
appear as soloists.

Hotel from M. Mohland
 Downtown - B. Siddemith reple
 etc. increasing business at the
 Haven postoffice October rece
 amount to \$ 86.32
 A dinner is given in honor of C
 Reed the retiring secretary of the
 C. M. 111 John A. Faw his success
 C. M. 111 John A. Faw his success
 Mrs. M. Siddemith married C
 ence W. Brock of Mill Run Nev. F
 J. I. Burns off at
 Mrs. A. P. M. 111 52 years old
 at her home on South Pittsburgh
 F. S. 111 D. C. Springer and J
 C. Springer a company for the p
 machine then and founded

H. P. SNYDER DIES; EDITOR OF THE COURIER AND A NEWSPAPER MAN OF STATEWIDE PROMINENCE



Henry Provance Snyder, editor and publisher of The Courier, died at his home, 119 East Fairview avenue, at 8:30 o'clock Friday morning. He was sitting in a chair in his bedroom when the end came. While not unexpected, its suddenness was a shock. He had passed a comparatively restful night, and only Thursday was planning to come to the office Saturday afternoon.

Mr. Snyder had been ill for several years, but through his indomitable will had continued in close touch with the affairs of his newspaper up to the end. For many months he had been confined to his home for days at a time, but for the greater part he was able to visit the office regularly. At 10 o'clock on the day prior to his death he was out of touch with the "home" details that are involved in making up a daily newspaper.

He had not been at the office for nearly two weeks, as his wonderful vitality slowly ebbed. It was a foregone conclusion, many months ago, that the end was approaching.

Henry Provance Snyder belonged to that class of newspaper men biographers refer to as the "old school." He was the product of the era of personal journalism. He entered the profession during that long period in which the editorial page was supreme; when the newspaper stemmed rather than moulded public opinion than record contemporary history. Being more than an ordinary editor, however, he was not only able to keep abreast of the times, but some distance ahead of them, for he combined in his personality the rare qualities of aggressive news gathering and forceful editorial writing.

Once having decided upon a newspaper career, he proceeded to master every detail of the profession in a rarer way than has been able to equal. It was at the same time an excellent judge of news values, and above all else, a shrewd business manager. Not a detail in the complex organization of a daily newspaper was beyond him.

To the public he was best known as an able editorial writer. This quality received no more general recognition than among his fellow craftsmen, who, at the same time, acknowledged him as an exceptional capable executive. The success of The Courier, and few newspaper organizations in a similar field have succeeded so well, was entirely due to the personal direction of H. P. Snyder.

The Courier, with its daily and weekly editions, is a monument to the lifetime of inexhaustible energy put into it by its distinguished owner and editor. It reflected his strong personality. It is impossible to think of The Courier without associating it with Henry Provance Snyder. All other interests he had were secondary. Practically all of his life was devoted to its development. Under his master hand it thrived; always a leader in its field. The Courier never stood still, and it never went back. It has been a leader; never a trailer. The Courier has led the way in Fayette county in mechanical equipment as well as journalistic excellence.

For practically 40 years Henry Provance Snyder directed the destinies of this journal. The story has often been told, but it is well worth repeating, that the callow youth who was chosen to be the editor of the new paper, back in 1879, was then a disciple of Blackstone. His ambition was to become learned in the law. Even after accepting the trust offered him, he thought it would be no serious task to edit a newspaper and study law at one and the same time. He was soon disillusioned. That was the parting. The law or the Fourth Estate was the choice offered. He chose journalism, and

Payette county and Pennsylvania thus gained one of its most distinguished editors.

Not content with less than the best, H. P. Snyder, still in his early twenties, determined to master the newspaper game. How successful he was The Courier of today is witness. It is a far cry from The Keystone Courier of 1879 to The Daily Courier of today, yet each epoch in the paper's history marks the milestones of progress and development of its editor.

Henry Provance Snyder was a lineal descendant of those sturdy pioneers who helped establish civilization west of the Alleghenies. This accounts in large measure for his undying faith in the community in the face of constant discouragements. His maternal grandfather was Judge Provance McCormick, a grandson of Colonel William Crawford, the famous Pioneer and Patriot who perished at the stake in the defense of frontier civilization from the incursions of the savages. Christian Snyder, father of Henry Provance Snyder, emigrated to America from Saxony, Germany, in 1845. He engaged in the construction of the Pennsylvania railroad and as a contractor followed the course of the railroad from Lancaster to Greensburg. He came to Connelville in 1850. A few years later he married Jane, the daughter of Judge McCormick. The first child of the union was born August 2, 1856, and was christened Henry Provance, in honor of his respective grandfathers, Snyder and McCormick.

A brilliant career was in a measure forecast when at 15 the future editor of The Courier had graduated from the public schools of Connelville and completed a short course at the Mount Pleasant Academy. He also graduated from the commercial school conducted by Thomas P. Forsythe in Connelville, an unusually capable and somewhat eccentric preceptor, who gave his pupils such thoroughness of instruction and required of them such careful attention to details that the work subsequently done by them showed the indelible impress of those methods.

After leaving school the young man who was destined to become one of the state's foremost editors was engaged as his father's principal assistant, serving as bookkeeper and permanent on the contract work with which Christian Snyder was at the time occupied. Having inclinations to adopt the law, he registered in the office of the late P. S. Newmyer, then Connelville's leading attorney. He gained there a knowledge of the fundamentals of the law which became so useful to him in later years.

His introduction into journalism was the result of financial difficulties which involved the old Connelville Tribune. A dead newspaper was regarded as so bad an advertisement for a live town that a number of patriotic citizens decided it should be saved from the wreck. These citizens prevailed upon the budding lawyer to assume editorial charge of the rehabilitated enterprise. He accepted with that supreme confidence of youth which regards no task as impossible. He soon learned, however, that if the new paper was to have a thoroughly capable editor, the law would have to sacrifice a promising recruit. He devoted his entire time to making The Courier a model newspaper, and it was to this task that he ultimately dedicated his life.

The Keystone Courier, as it was then known, was a Democratic newspaper. The men who salvaged the enterprise were all Democrats, and the paper naturally adopted that policy. It continued under the management of the purchasers but a comparatively short time. In 1880 Mr. Snyder and E. V. Goodchild, its business manager, bought out the other stockholders and the paper was then

published by the firm of Snyder & Goodchild. The plant was moved to West street, where it remained until 1902. The paper was for a time printed by hand power, an ebony skinned Republican turning the crank of the press except on those days when he was incapacitated, on which occasions the "boys" of the office took turns. An Otto gas engine was finally installed, it being one of the first gas engines installed in Western Pennsylvania. It was quite a curiosity for a time.

In 1884 the office was partially destroyed by fire and it was necessary to issue two numbers from the plant of the Uniontown Standard. Not an issue was missed. Mr. Goodchild retired from the firm, selling his interest to A. M. Claybaugh of Uniontown, who in turn sold out to J. H. S. Stimmel. John L. Gans later purchased Mr. Stimmel's interest, remaining in the firm from 1896 until 1897. Mr. Snyder finally acquired full ownership, which he held until 1903 when a corporation was formed. He retained absolute control of The Courier Company.

In 1880 The Courier began the compilation of statistics concerning the coke trade. Mr. Snyder was one of the first to recognize the importance of the industry which was then in its infancy. As the official organ of the Connelville coke trade The Courier gained national fame. Its reputation spread to every corner of the country where coke is used. Its figures were accepted as authoritative by the United States government and the State of Pennsylvania. As its editor, Henry Provance Snyder, became a recognized authority on matters pertaining to the trade. His connection with the industry brought him into close personal touch with these aggressive young men destined to become captains of the industry. They recognized his ability and respected his judgment. Many of them became his lifelong friends.

The Weekly Courier was permanently established as a successful newspaper when in 1902 a daily edition was determined upon. The development of the daily edition in the face of rather aggressive competition brought into play those qualities which stamped Henry Provance Snyder a born newspaper man. He gave to the daily newspaper the rich experience gained by years of endeavor in the weekly field, and coupled to them the aggressiveness which the new conditions demanded. The rise of The Daily Courier was meteoric. Started as a 6-column newspaper, derided by its competitors as a "post card," it rapidly distanced the field. It began with a circulation of 1,000. Within two years it had caught up with all of its competitors in the county and had distinguished itself. It was in 1904 that a stereotyping perfecting press, the first in the county, was installed. It was then printing 3,000 copies daily, the unit of its press facilities. The new press made it possible to expand, and its growth was phenomenal. Some months ago it became apparent that more mechanical facilities were not ample, and in April of this year a 24-page press supplanted the 8-page one, giving The Courier the largest press in the county.

The old Weekly Courier was Democratic. The Daily Courier was inaugurated as a Republican paper. Two years previous, in 1900, Mr. Snyder refused to follow the Democratic party in its worship of the chimera of Bryanism. He failed to bow to the Free Silver fetish which worked ruin to the party and later went into the discard, discredited. He was a delegate to the Gold Democratic convention which nominated Palmer and Buckner. Finally convinced that the Democratic party had utterly failed to appreciate the needs of the country at large, and that it was incapable of governing it, he became a Republican. The Daily Courier has, since its inception, been

a staunch supporter of that party.

No man played a more important part in the development of Connelville than did Henry Provance Snyder. He devoted his energies untiringly and unselfishly to the community's best interests. If his labors lacked proper appreciation, as they sometimes did, it was largely due to the fact that he sought no honor for himself but was content with the reward of a duly well performed. There are several monuments that testify to his untiring efforts—the Carnegie Free Library, the Cottage State Hospital, the Federal Building, the State Armory and the bronze figure to be erected to the memory of Colonel William Crawford. To him, more than to any other man, belongs the credit for bringing each to Connelville. He labored persistently long after others had given up the fight, and he succeeded.

The movement to have a federal building erected here was launched by Mr. Snyder during Cleveland's second administration. Hon. E. P. Acheson was the first congressman approached. Mr. Acheson was not successful, but he urged that Mr. Snyder not give up the fight. The building was finally secured through the efforts of Allen P. Cooper, who then represented this district in Congress.

The Cottage State Hospital was located here largely as a result of the agitation begun by The Courier, which urged it as a matter of common humanity towards those who labor in the mines or upon the railroads.

The Carnegie Free Library would have been lost to Connelville but for H. P. Snyder. Not only to Mr. Carnegie himself did he appeal, but it was due in large measure to the aggressive campaign of The Courier that the people obligated themselves to support the institution once it was built.

The State Armory was equally the result of H. P. Snyder's personal and public efforts.

The erection of the Crawford statue was the result of years of patient and persistent agitation. A descendant of the martyr and a firm believer that the pioneers of Connelville should not be permitted to be forgotten, Henry Provance Snyder urged, year in and year out, a proper spirit of reverence for the founders and the saviors of the community. He deplored that other communities had honored Colonel Crawford while his memory was ignored at home. He was finally successful after years of effort and the future generations of Connelville will have no cause to forget the man who gave his life that the infant settlement might not perish.

Mr. Snyder was active in the civic affairs of the community. He was drafted into many movements, and served unselfishly. If during the past few years he gradually withdrew from outside interests other than his newspaper, it was because he recognized that he must conserve his failing strength. He had no political ambitions and was seldom a candidate for office; never voluntarily. He served as a member of the school board from 1878 until 1884 and was in his younger days clerk of the borough council. As a recognition of his activities in securing the future of the community, he was made one of its life trustees and served continuously as secretary of that board. He was a trustee of the Cottage State Hospital.

When the first building and loan association was formed, the Connelville Mutual, he was a director and its secretary. He was secretary of the first Chamber of Commerce. He also served as its president from time to time, and in various other capacities.

In other enterprises he was very active, serving for a while as director of the People's Building & Loan Association, the Title & Trust Company of Western Pennsylvania, and the Hummer Trust Company, which built the tinplate mill at South Connelville.

Always interested in matters relating to his profession, he has been active and prominent in the affairs of the National Editorial Association; served as president of the Pennsylvania State Editorial Association in 1894, and was elected president of the Western Pennsylvania Associated Editors in 1909. He was a member of the American Academy of Political and Social Science.

He made frequent and valuable contributions to the early history of Connelville and vicinity, most of which were published in The Courier. His concise and comprehensive address on the life and services of Colonel William Crawford, given before the Washington County Historical Society was regarded as such a valuable contribution to the history of Western Pennsylvania that it had to be printed in pamphlet form to supply the demand for copies which came from all parts of the country.

The true worth of a man is best gauged by the standing he enjoys among his associates rather than by the opinions formed by those less intimately acquainted with him. Nowhere was Henry Provance Snyder held in so high esteem as by his fellow workers and employees. To the staff of The Courier, he was honored, respected, worshipped and loved. In his treatment of employees he was invariably fair and just. He was their friend in adversity. A strict disciplinarian, he was content with nothing less than the best. He could not tolerate incompetence. He set a standard that called for perfect results. If these were not achieved, they were at least the goal. He paid close attention to details; typographical errors which are often ignored or taken as a matter of course by others, brought from him a sharp rebuke. He demanded the best.

Because of the high standard set in every department, The Courier has long been regarded as one of the best journalistic training schools in the state. Graduates from its news room have no trouble making good elsewhere. Within the radius of The Courier's influence, a Courier man has always been regarded as a man worth having; beyond that some of the men have shown for themselves the result of their training under H. P. Snyder.

Mr. Snyder set great store by typographical excellence. He insisted that his newspaper not only be printed as near perfect as possible, but he insisted that it be artistic. The use of faring headlines was discouraged, save when the news justified it. A conservative paper its makeup was never flamboyant.

Probably nothing better demonstrated the faith of H. P. Snyder in both Connelville and The Courier than the fact that within the past few weeks he ordered a new linotype of the most modern design, the first to be installed in the county.

Henry Provance Snyder's home life was ideal. He was essentially a home body, particularly during the past few years. He was twice married. His first wife was Jane Roberts, daughter of the late David Roberts, who for many years conducted the Young House, then the town's foremost hostelry. One child was born to this union, a daughter, Mrs. James H. Smith of Morgantown. The first Mrs. Snyder died in 1902, soon after the daily edition of The Courier had been launched. In 1905 Mr. Snyder married Miss Katherine Kuhn McIntyre, daughter of Mrs. Alice Kuhn McIntyre of McKeesport. They have four children, Henry Provance Snyder, Jr., Alice, Katherine and Mary Elizabeth. Mr. Snyder is also survived by two sisters, Mrs. Charles L. Gray and Miss Mary Snyder.

FUNERAL SERVICES.

Connelville, Fayette county and the coke region paid its final sad tribute to the memory of Henry Provance Snyder, editor and publisher of The Courier, when the funeral was held at 2:30 Monday afternoon from Trinity Lutheran Church. Hundreds attended the services, and among them were people in all walks of life. Added to those from the immediate community came leaders in journalism, industry, law and politics of the coke region. The church was crowded.

Only the services were public. At their conclusion the body was taken to Hill Grove cemetery, where it was buried in the family lot, in the presence of only the immediate family.

Scores of floral tributes were

banked about the casket. There was a profusion of roses, lilies, chrysanthemums, orchids and other beautiful flowers; some in baskets, others in wreaths, and still more in clusters and bouquets.

The service was simple but impressive. The sermon was delivered by Rev. Ellis B. Burgess, pastor of Trinity Church, assisted by Rev. Wilbur Nelson of the Baptist Church, and Rev. J. L. Proudfoot of the First Presbyterian Church. Miss Martha Eaten was the soloist, with Miss Pearl Keck at the organ. A choir composed of Miss Eaton, Mrs. F. G. Goebert, John Davis and R. O. Clabaugh, also sang.

Rev. Burgess spoke briefly, reviewing the achievements of Henry Provance Snyder during his busy career as a newspaper man and as one who labored constantly for the upbuilding of a community. He paid a particularly touching tribute to Mr. Snyder's ideal home life. Mr. Snyder, he pointed out, was truly a son of Connelville soil; a direct descendant of the pioneers of Western Pennsylvania.

The honorary pallbearers were close personal friends of Mr. Snyder. They were: Colonel J. M. Held, J. C. Moore, E. T. Norton, L. F. Ruth, Rockwell Marlette, Charles Davidson, Senator William E. Crow, R. W. Playford, Judge E. H. Repper, F. T. Treudeale, John Lynch, Colonel J. T. Steen and Geo. N. Hosack. The active pallbearers, employees of The Courier, were John L. Gans, James B. Driscoll, George S. Connell, Charles B. McCormick, John B. Cooley, Robert W. Leisner, Elmer L. McNutt and A. C. Hebert.

Employees of The Courier attended the funeral in a body. Assembling at the office, they marched in a body to the church, where they sat together.

A sentimental feature of the funeral was the fact that almost every man who had ever been in the employ of Mr. Snyder was present, unless prevented from attending by distance or some serious cause. It was an evidence of the friendly relations between employer and employee. It mattered not for what cause an employee may have left Editor Snyder's service, he never lost either admiration or respect for him.

Among the newspapermen who attended the funeral were: Colonel Robert W. Herbert, editor and publisher of The Greensburg Tribune; Joseph J. Thompson, editor of The Connelville News; A. T. Cooper, president of the Fayette Publishing Company; William H. Cooke, former editor of The Uniontown Standard; John S. Rietzner, former editor of The Uniontown Evening Genius; Major James M. Laird, former editor of The Greensburg Argus; and Colley S. Baker, of The Uniontown Morning Herald.

Among the persons from Uniontown who attended the funeral were: Judge J. Q. Van Swearingen, Judge E. H. Repper, Judge J. C. Work, Sheriff Thomas L. Howard, Deputy Sheriffs Charles O. Schroyer, Owen V. Meegan, William Willard, Owen Commissioners Charles H. Nutt and Logan Rush, Controller Harry Kisinger, Deputy Controller Earl Huston, Recorder of Deeds H. C. Hays, Deputy Recorder Lloyd Clark, Deputy Register George Orval Rush, Deputy Treasurer Ewing Townsend, Deputy Prothonotary Robert V. Wright, Charles M. Fee, Martin C. Hess, E. C. McCulloch, Edward McCune, Robert Powell, William McClelland, Charles P. Chick, Clerk of Courts Richard Davis, Deputy Clerk of Courts D. W. Smiley, W. D. Christ, D. W. McDonald, Robert F. Sample, S. E. Frock, James R. Gray, W. J. Sturges, C. E. Lenhart, Isaac W. Semans, Alex. McBeth, Earl A. Kiefer, G. S. Harsh, R. P. Kennedy, Lee Smith, Mr. and Mrs. A. C. Hagan, James Collins, Martin Murphy.

Other well known men who attended the funeral included Congressman R. F. Hopwood; W. A. Todd, J. A. Barabhart and James F. Acheson, of the H. C. Frick Coke Company; J. P. Brennan and R. M. Fry, of the Produce Coke Company; General Manager C. K. Yohe, Chief Engineer E. W. Boots and Assistant Superintendent J. B. Yohe, Jr., of the Pittsburgh & Lake Erie railroad, who came to Connelville in a special train; W. L. Wood of Jefferson township; W. H. Blass, of Fayette City; B. F. McKee, of American Type Founders Company, Pittsburgh; James B. Reed, Pittsburgh.

A sunny temper glids the edges of life's blackest cloud.—Guthrie.

WRECK VICTIM'S INJURIES FATAL

Frank Wolf Dies in Local Hospital; Gangrene Sets in and Youth Succumbs.

Frank Wolf, 19, died at the Cottage State Hospital at 9 Wednesday night from the effects of injuries suffered at Trotter on Thursday night when a West Penn trolley car overturned at the Brookvale school curve. His leg was mangled when he was caught beneath the wreckage of the car and gangrene set in. The member is said to have been opened to the bone and filled with tiny particles of glass from the broken windows of the car.

An inquest will be conducted by Coroner S. H. Baum.

The body was prepared for burial by Funeral Director J. L. Slader and was later removed to the home of the parents of the deceased at Adelaide. The funeral party will leave the house Sunday morning at 8 o'clock and at 9 o'clock services will be held at the Holy Trinity Polish Church in the West Side.

Mr. Wolf was born at Adelaide, a son of Mr. and Mrs. John Wolf. He was employed in the mines at Trotter and made his home with his sister, Mrs. Charles Dominika, who resides at Trotter. He was unmarried and is survived by his parents who reside at Adelaide and the following brothers and sisters: Stanley Wolf of Trotter; George Wolf of Juniata; John Wolf of Adelaide; Steve Wolf, a soldier in the Philippines; Katherine Wolf at home; Mrs. Thomas Grogalik of Detroit, Mich.; Mrs. Anthony Markel of Fairbanks, and Mrs. Charles Dominika.

The other victims of the trolley wreck still confined to the Cottage State and South Side hospitals are improving. Those who were able to go to their homes after the accident are still suffering from shock and the bruises and cuts they suffered.

Edward Murtha of Leasburg was not included in the list of injured printed in The Courier. He suffered an injury of the arm but was able to return to the home of his parents, Mr. and Mrs. James Murtha, soon after the accident.

Steve Zavatsky of South Connelville suffered a bruised leg and has been suffering from pains in his side that would seem to indicate a broken rib. He was not taken to the hospital.

MUSTERED OUT; WAIT FOR PAY

Company D and Hospital Corps Out of Federal Service but Paymaster Is Late.

Company D, Tenth Regiment, and the Recmental Hospital Corps, was mustered out of the federal service at 9 o'clock Friday morning by Lieutenant W. J. Peyton, U. S. A. No pay was received by the guardsmen when they were mustered out; the men being compelled to await the arrival of the paymaster who had not finished disbursing the money due to Company D of Mount Pleasant. The paymaster arrived here about 2 o'clock and the men were paid off at once.

The mustering out of the guardsmen is a mere formality which permits them to don citizens' clothes again and resume their civilian occupations. They are still members of the National Guard of Pennsylvania and as such must attend 48 drills a year. They may be taken back into the federal service whenever emergency arises. There were 104 members of Company D and 22 members of the Hospital Corps in line when the mustering officer called the roll at the armory. Two members of the hospital corps, O. R. Herwick and C. F. Smith had been mustered out before the regiment was sent back from the border. Their present status is problematical. Mr. Herwick contends that he was honorably discharged from the service and is no longer a member of the guard. Mr. Smith is inclined to believe he is still a member of the hospital corps.

The payroll of the company was made up at the Second National Bank ready for the paymaster when he arrived. The amount due the company was \$3,538.17, but the exact sum due the hospital corps could not be computed until the paymaster arrived. The men were paid in cash.

Guardsmen who attend drills regularly are entitled to receive 35 per cent of their regular pay or about \$4 a month. Regular attendance means about \$1 a week for each man.

LOSES BIG ROLL

South Connelville Man Drops \$80 When Hurt in Wreck.

Steve Zavatsky of South Connelville who was injured in the trolley wreck at Trotter on Thursday night is mourning the loss of between \$80 and \$85 which he lost or had stolen during the excitement after the street car toppled over.

Zavatsky came to Connelville and went to Dr. T. R. Francis' office to have his injuries treated. When he reached in his pocket to pay the doctor he found his money gone. Dr. Francis drove him out to the scene to search for the pocketbook but no trace was found of it.

MAY CHANGE HANDS.

Meyersdale Commercial Likely to be Under New Management.

MEYERSDALE, Oct. 27.—Following a visit here by Rev. A. M. Schaffner, owner and editor of the Meyersdale Commercial, it is rumored that the paper is to change hands. Rev. Schaffner is now in the ministry located at Orangeville, Pa. It is not stated who will take his interest in the newspaper.

Kimber Cleaver, who for the past two years edited the Commercial, left yesterday for York, Pa., to join his wife and children who had gone there several weeks ago.

Ohioyle Girl Is Held.

Annie Nicholson of Ohioyle, has been held to await action by the grand jury in connection with the death of an infant found at Hutchinson last week under a pile of rubbish.

LIVING COSTS ARE SOARING; COAL AND POTATOES TOP LIST

Flour Also Sees Unparalleled Heights and End is Not Yet.

20 CENTS A BUSHEL FOR FUEL

Custom Dealers Take Advantage of the Railroad Situation to Boost Prices Higher Than That Paid at the Pitts Warrant; Potatoes Reported Scarce.

The high cost of living has never struck home so forcibly as in the last week of two. The steady rise in price of the necessities of life—things that are essential to actual existence—and the sudden boost in the cost just recently has caused householders to inquire: "Will it never stop?"

There is a coal famine in Connelville, the very heart of the coal mining region. Dealers in domestic coal say they cannot get half enough for their orders and the coal-burning season has hardly started. A good quality run of mine coal sold at 18 cents a bushel earlier in the week and some dealers were asking 20 cents, Wednesday. The owner of a mine operating just outside the city limits charges that dealers are doing a lot of artificial price boosting.

"I know the fellows who have coal shipped in here have to pay a high price for it, but I have been selling coal at my mine at 9 cents a bushel. I find out that they have been disposing of it in the city for 18 cents, just twice what they pay for it. Four cents would be a reasonable charge for hauling, so you can see what they are making by the transaction. I have raised my price at the mine to 10 cents because I felt the dealers were making a 'goat' out of me."

Another grade of coal which is considered about as low a grade as it is possible to get sells for 10 cents a bushel and it never was more than five cents in previous years.

Potatoes have been selling at \$2.00 a bushel for a week or more and indications were that they would go still higher. One grocer says the wholesalers are asking \$1.75 a bushel and the supply is limited. There is not a potato to be had in all of Somerset county, this merchant says.

Flour is advancing alarmingly. It had risen to \$11 a barrel yesterday. This price was never before reached in the history of the town.

Eggs are selling at from 42 to 45 cents a dozen for the strictly fresh brand although storage eggs can be bought for much less.

Confronted with an advance in coal that makes it almost prohibitive for fuel, many residents are abandoning their furnaces and having their homes piped for gas stoves. City Agent Correll J. Poole of the Fayette County Gas Company reports that about a dozen changes from coal to gas have been made by householders in the last two days and many more are expected.

So many changes have been made lately that the gas company is faced with a shortage of meters. The manufacturers are slow in delivering new meters and the supply on hand at the local office is rapidly dwindling. This may occasion some delay in "hooking up" some families, but eventually all who apply will be served.

FLOUR PRICES SOAR

PITTSBURGH, Oct. 26.—The best grades of flour were selling here today at \$10 wholesale and \$10.40 retail, the highest price since 1864. Cheaper grades were only 40 and 50 cents under the prices. Agents of important interests said that the high quotations were effecting sales.

PHILADELPHIA, Oct. 26.—Flour was quoted here today at \$10 to \$10.50 a barrel, wholesale, for choice and fancy patents. Spring patents were held at \$9.25 to \$9.75. The price of all grades was advanced on the local market from 25 to 60 cents a barrel.

ORDERS SMOKE CONSUMER

Connelville Steam Laundry Joins Smoke Abatement Week.

Connelville is joining with Pittsburgh in the observance of "Smoke Abatement Week." The Connelville Steam Laundry Company has placed an order for a smoke consuming device to be installed at its Crawford avenue plant. This is expected to cleanse the black clouds that are emitted from the big stack and of which there have been complaints from residents of the vicinity.

The smoke consumer is of the latest design and one said to be highly successful at other plants. It will be the first to be installed in this section.

When complaints of the smoke were brought to Manager W. O. Adrian he tried to abate the condition by placing a steam jet in the stack but this was only successful in doing away with some of the smoke.

Their business being to promote cleanliness, the laundry directors decided to start at home and the smoke consumer was accordingly decided upon.

ASSESSOR REFORMS.

H. Clyde Byers Now Seeking Real Estate Buyers in Canton, O.

H. Clyde Byers, formerly assessor in Perry township but now a prominent real estate broker of Canton, O., stopped off for a few hours in Connelville Monday to shake hands with old friends.

It is far easier to locate prospective real estate buyers in Canton, O., than to find dogs to assess in Banning hollow, Clyde says.

Licensed to Wed.

Carl F. Helms and Ella Walker, both of Connelville, were granted a license to wed in Uniontown yesterday.

THOUSANDS LINE STREETS TO WITNESS LARGEST HALLOWE'EN PARADE TOWN HAS EVER STAGED

Hundreds of School Children in Fantastic Garb Take Part.

FLOATS ARE AN ADDED FEATURE

Some of Them Particularly Elaborate; Mammals Out in Force and Holiday Spirit is in the Air; Lots of Bands and Plenty of Amusement Afforded.

In point of crowds, the excellence of the parade and the opportunities for a general free-for-all good time, Friday night's Halloween celebration probably was the best ever conducted in Connellsville. Those in charge, who have had opportunity for closely observing every one of the nine annual celebrations, say that there never was a larger crowd and never so many numbers on the streets.

At times it was an absolute impossibility for the parade to continue, the crowd surging onto the streets, leaving only a narrow lane through which the time could not be passed. The police and volunteer firemen, assisted by the two automobiles which led the long string of masqueraders and floats, had a strenuous time cutting a way through the mass of humanity so that the parade could move.

The spirit that pervades all Halloween celebrations here was not lacking. There were thousands of men and women, boys and girls in all sorts of fantastic costumes. The dignity that might be significant of a man's bearing during the other 364 days of the year was flung aside and he donned some sort of a funny costume and had the time of his life seeing if his friends knew him. Many a man donned her husband's clothes and many a girl put on her brother's or vice versa. Besides the usual male and female impersonations, there were a lot of pretty and fantastic costumes on which the wearers had spent much thought and gone to considerable expense.

The floats were the best ever seen in a parade here. They embraced new ideas, well carried out.

The parade was over an hour late in starting, due to the late arrival of some of the organizations, and it was pretty hard on the littlest school children who had to stand around in the cold for so long. They didn't seem to mind it, however.

The parade was led by Chief Marshal W. E. DeBolt and his aides, followed by two automobiles containing Councilmen L. W. West, James Guyan and John Duggan. One of the cars, that driven by G. E. Albrecht, was pretty illuminated with electric lights inside of Halloween pumpkins with a large pumpkin on the front of the radiator. This had the word "Overland" cut in it.

The Connellsville Military Band, numbering close to 40 men, was next in line and after it came the floats, then the school children, other organizations and the individual numbers. Donzetti's Italian Band, the Connellsville Colored Band and the Everson Band were also in line. The Everson Band led the firemen from that town. A small delegation of Uniontown firemen also participated.

A novelty stunt, not on the program, was pulled off on the West Side where the parade counter-marched under the Western Maryland station. Three floats lined up side by side and while Lester Crawford, who impersonated Ben Hur, sang "Memories" and "The Sweetest Story Ever Told," eight little boys and girls went through a pretty drill on the adjoining float. The little folks who took part in this were Renee McGuire, Sonny Hays, Miss McGarrity, Harry Franks, Master Munk, Catherine Herwick, Thomas Cummings and Clara Herwick.

Four floats designed and built by George Pritchard attracted much favorable comment. They were: "The boat scene from Ben Hur," (Royal Ice Cream Company), with Lester Crawford and Paul Bruckman; Miss Sullivan; Fred Sullivan; Margaret Jean Sullivan; Miss Harbaugh and Charles Hurley representing the various characters; Eddie Norman, colored, played ragtime in his latest style on the piano of the float.

The birth of the American flag, (Harry Dell), with Miss Cypher as Betsy Ross and four Boy Scouts and six young women as attendants. Springtime, (Rapport-Featherman Furniture Company), an interpretation of the "sweetest story ever told." This contained the youngsters mentioned above as assisting Lester Crawford in his song numbers.

The Old Woman Who Lived in a Shoe, (Templeton's), with Edgar Wilkey's children impersonating the children.

The Maccabees Beneficial Association made a fine showing with their float depicting the joys of insurance and the sorrows of lack of such protection. The ladies of the Maccabees followed in line dressed as Red Cross nurses. They deserved the prizes they received.

The Ladies' Auxiliary of the B. R. T. were dressed in overalls and carried railroaders' lanterns. They made a fine showing.

Rose Ice Cream Company had its usual excellent float. This time a group of little girls showed how delicious the firm's product is by eating it as they rode in the parade.

Councilman M. B. Pryce made a big hit with his costume. He had built a monstrous duck around him and he waddled about in impersonation of a "dame duck" led by his kiddies, Marvin and Rosalind, at the end of long ribbons.

Harold Horner won a prize of \$2 for the best impersonation of a cat.

YOUNGEST MUMMER IS LUTHER H. COLLINS, ONLY 17 MONTHS OLD

The youngest mummer that appeared on the streets last night was Luther Hoffman Collins, son of Mr. and Mrs. L. B. Collins, who is only 17 months old.

Young Luther was dressed up as an Indian and although he was a little too young to get in the parade he had the time of his life romping about near his father's drug store.

Didate for President. He was in evening dress with a Hughes mustache and whiskers. He received as much of an ovation as times as if he were the real next President.

The judges stationed along the line of march picked out the prize winners and gave them tags. The mummies thus honored claimed their prizes at Bishop's restaurant. The following have been awarded so far: Prince and Princess, \$2. Beeve Albright and Teresa Conniff; Indian, \$1.50. W. M. Goodwin; Devil, \$1.50. Albert McCormick; rube, \$1.50. Everett Miller; Clown, \$1.50. George Lyons; Fairy, \$1.50. Thelma Snyder; Martha and George Washington, \$1.50. Ruth and Virginia Snyder; Hobo, \$1.50. James Strange; Uncle Sam, \$1.50. Roberta Smutz; Chas. E. Hughes, \$2. Harold Horner; Paper dress, Dorothy Wortman; Animal makeup, \$1.50. John Souter; Witch, \$1.50. Mrs. Paisley; Cowboy, \$1.50. Joseph Donnadio; large fraternal organization in line, \$10. Ladies of the Maccabees, largest uniformed fire company, \$10. South Connellsville; best calthumpin' band, \$10. Thelma Ward school.

The prizes for the largest school in line cannot be awarded until Monday when the principals submit the number of pupils they had in line.

Among the other mummies who got a lot of recognition for their clever makeup were: Thomas Hyatt as an old woman with a boy on her back; Edgar Smutz and W. O. Adman as Uncle Sam; Joe Hood as a Frenchman; William Percy in a female impersonation and Miss Naomi Rosenblum as a gentleman in evening dress.

GAS RATES ARE GOING UPWARD

New Schedules Filed at Harrisburg Affect Only the Manufacturing Concerns.

The Fayette County Gas Company, along with other gas companies in Western Pennsylvania, has filed a new schedule of rates with the Public Service Commission increasing the price of gas to manufacturing plants. This will become effective on December 1. The rates to domestic consumers will be the same.

The new schedule is the same for the first 150,000 cubic feet consumed for the second 150,000 cubic feet the rate will be 24½ cents instead of 20½ and for all in excess of 300,000 cubic feet 18½ cents instead of 14½. With the usual discount for payment before the 10th of the month, the new rates will be 27½, 22 and 16 cents instead of 27½, 18 and 12 cents.

The new advance is four cents per thousand cubic feet for all gas consumed after the first 150,000 feet. Manufacturing plants in Connellsville, Dawson, Dunbar, Everson, Mason, Mount Pleasant, Scottdale, Uniontown, Vanderburg, Youngwood, Altoona, Hopwood, McClellandtown, New Salem, New Stanton, Ruffsdales, Ronce and Tarr are affected.

The announcement that gas for domestic consumption would not be advanced came as a decided relief to householders who feared that they might eventually find gas as expensive as coal.

MEET AFTER 32 YEARS

Boyhood Chums Keep Compact to Return to Mount Pleasant Institute.

A pact to meet at the Mount Pleasant Institute 32 years from the day they graduated was kept this week by J. Hammond Pershing, an attorney at Denver, Col., and William W. Truxal, now of Hoxington, Kas. Both were members of the class of 1881 of the institute and when they parted they made an agreement to return to their alma mater in 32 years and see what changes time had wrought.

The two boyhood chums were disappointed to find that the academic department of the institute had been closed but were pleased to discover that plans were being furthered to revive the institution and restore it to its former standing in educational circles. They inspected the grounds and met many of the present students.

A dinner together concluded the meeting of the '81 graduates.

AT THE DEDICATION

Connellsville Well Represented at Formal Opening of Temple.

There was a general exodus of Masons to Pittsburgh Wednesday to attend the ceremonial and dedication of Syria Temple's new mosque. A number of Connellsville Shriners were on the committee in charge and other members of the Masonic fraternity were candidates for initiation into the Shrine.

Among those who left during the morning by automobile and train were: R. C. Beerbower, L. F. Kirchner, S. N. Osborne, W. L. Beuscher, H. C. May, William Sellers, W. D. McGinnis, S. R. Meistratz, A. N. DeMuth, J. A. DeMuth, Paul Wagoner and D. A. Ripley.

Advertise in The Weekly Courier.

KEEGAN SAYS BY FLOPPING HE ONLY FOLLOWED WILSON

Everson Democrat, Now for Hughes, Tells of Woodrow's Wobbling.

BIG RALLY HELD AT SMITHFIELD

Strong Speeches are Made in Behalf of the Republican Ticket Before an Enthusiastic Audience; Perryopolis Also Has Big Turnout.

"If I flopped," said James J. Keegan, former Democratic Assemblyman, at the big Republican rally in Smithfield Friday night, "the Democrats have no cause to upbraid me. I have been an example in the world, President Wilson, who has flopped on both sides of every question with which he has had to deal."

That was the beginning of a forceful address which brought applause from every man who heard it. Mr. Keegan's speech was the feature of the rally.

Mr. Keegan enumerated President Wilson's many changes of policy. A somewhat unusual feature brought out by Mr. Keegan was the fact that President Wilson declared in 1912 that he stood for the presidential primary and that if elected he would work for the direct nomination principle. Not a word has been heard of the presidential primary since Mr. Wilson was elected.

Mr. Keegan denounced what he called Mr. Wilson's cowardice in the Mexican trouble. He told how England has treated our nation, capturing our vessels, seizing our mails, and closing ports to us. "Wilson has let this go on," said Mr. Keegan. "I think he is blinded to the higher ideals of American citizenship."

Again referring to Mr. Wilson's vacillation and uncertainty, Mr. Keegan said, "He has been right at least half the time, however, for he has been on both sides of every question."

After the speechmaking, Mr. Keegan was warmly greeted by the Smithfield people at the rally, which was a success in every sense of the word. The attendance was large, and the audience seemed to be thoroughly in accordance with the views expressed by the speakers. There was no heckling of the orators, and when a particularly telling point was made, there was no lack of applause. A "get-together" session followed the rally proper, and the staunch Republicans of Smithfield seemed very glad to meet the Uniontown campaigners and to talk things over with them.

William Burton of Smithfield was chosen chairman of the meeting. He introduced as the first speaker A. E. Jones. Mr. Jones dwelt mainly on the labor question, and pointed out very plainly that President Wilson is not the laboring man's friend. The so-called Eight Hour bill was branded as a force by Mr. Jones, who predicted that President Wilson's attempt to gain votes by passing this bill would not succeed.

Succeeding speakers assailed the policies of the administration and ridiculed the stands taken by President Wilson in the important affairs of the nation.

"I want to see a man in the chair who is not too proud to fight, if necessary," Jay Johns, a Uniontown business man, said at the beginning of his talk.

"We should either have intervened in Mexico," said Mr. Johns, "or we should not have intervened. We have done a little of both. In so doing, our country has been humiliated and our flag dishonored."

Mr. Johns dwelt on Wilson's false friendliness to labor. He cited the statements made by Wilson while president at Princeton and not playing for votes. Professor Wilson declared for the open shop. There was as much danger from organized labor, he said, as from organized capital. The Chinese immigrants were more desirable to Professor Wilson than those from Europe.

E. Dale Field of Smithfield was called on to say a few words and expressed his regret that a small number of railroad men should be allowed to dictate to the whole country.

Joseph W. Ray, Jr., urged the voters to get down to business and think out the issues of the campaign for themselves. Mr. Ray exposed the tariff commission of the Democrats.

"They say that the tariff has been taken out of politics," Mr. Ray said. "Don't let them fool you. It can't be done. The constitution provides that every revenue bill must originate in the House of Representatives. The tariff commission can only make recommendations. It is merely another plan of Mr. Wilson to humbug the people on the eve of election."

Mention of the names of Knox, Keppart, and Crew by Mr. Ray evoked great applause from the audience.

E. D. Brown, formerly of Smithfield, now of Uniontown, said a few words to his old friends. He gave a brief history of the Republican party during its life of 60 years and pointed with pride to the distinguished men within its ranks. As Mr. Brown said, the meeting was a perfectly practical one. Every speaker talked of relevant things, as if arguing a case before a jury. The issues of the campaign were discussed for the benefit of Smithfield voters, and the Republican points clearly brought home.

Advertise in The Weekly Courier.

SLIPPERY RAILS BLAMED FOR WRECK OF TROLLEY CAR ON A CURVE; 19 PASSENGERS HURT

CASES NOT SUITED.

Pennsylvania Wins Suits Based on Accident at Davidson.

The cases in which Pearl Belle Martin, Joseph R. Coldren, Howard C. Pegg and L. W. Pegg sought damages from the Pennsylvania Railroad Company were not suited Friday, three by decision of the court and voluntary in the Coldren case.

The suits grew out of an accident at the Davidson crossing on August 22, 1914 when Clarence B. Martin was killed after too car in which he and the three other plaintiffs were riding was struck by a train.

CHURCHES REDEDICATED

Large Attendance at Trinity Reformed Services; Former Pastor Here.

The largest congregations in the history of Trinity Reformed Church attended the rededication services Sunday morning and afternoon. A new Sunday school balcony which increases the seating capacity to nearly 100 was consecrated to the service of the Lord in fitting manner.

Dr. A. J. Heller of Greensburg, who organized the congregation and was its first pastor, assisted in the services. The sermons at both services were preached by Rev. J. M. Mullin, of Baltimore, superintendent of home missions for the East Potomac and Pittsburgh Synods, and Rev. W. J. Muir of Scottsdale also took part. The dedicatory ritual was in charge of the pastor, Rev. C. E. Wagner. Holy communion was celebrated morning and evening.

No effort to cover the expense of the improvements was taken, this item being taken care of in the regular yearly budget.

The rededication of St. Peter's Evangelical Lutheran Slovak Church here was celebrated Sunday. Practically all members of the church, numbering about 250 and coming from all parts of the coke region, were present. Donations amounted to \$250. Rev. Dr. Kvacala of Johnstown was the speaker of the day. Rev. Martin Tomasek is pastor of the church.

DAWSON PARADE PRIZES

Judges Announce Awards for Mummies' Costumes and Floats.

Dawson's Halloween celebration on Saturday night was the most successful ever conducted in that town. There were more mummies out, the parade was larger and the justification was more general than ever before. The success of the affair was largely due to an energetic committee, which worked for several weeks making the necessary arrangements.

The judges, W. D. McGinnis, J. L. Evans, W. O. Adrian and S. R. Goldsmith of Connellsville, R. E. Umbel, Uniontown, and M. E. Townsend, Dawson awarded the following prizes:

Best decorated automobile, Miss Price, Dawson; second best, G. C. Albrecht, Connellsville; most attractive couple, Pauline Townsend and Hazel Martin, Dawson; best clown, Edith Laughrey Dawson; best Uncle Sam, Carroll Newman, Dawson; best float, Mr. Blair, Dawson; best mummy, gold dust, Mrs. Mary Crawford and Elizabeth Storch; Dawson; second best mummy, colored woman with baby, Tony Bonadai, Vanderburg. The prize for the best decorated residence was awarded to Mrs. Leah McDonald.

FIRST MEETING HELD

Hilltown Literary Society Gives an Interesting Program.

The first meeting of the Chomian Literary Society of the Hilltown school, Lower Tyrone township, was held Friday afternoon, the following program being ably rendered: Song by the society; dialogue, Estelene and Grace Litten, reading, Annabel Sprout; selection by a sextet composed of girls of room No. 1; recitation, Melvina Lint, current events, Alfred Hudine; chorus song by the girls of room No. 2, periodical paper, Harry Whiskey; report of critic by Miss Edna Conway. Five patrons of the school were guests.

The society was organized a week ago and will meet semi-monthly on Friday afternoon. The officers are: President, Donald Patterson; vice president, James Herbert; secretary, Harry Whiskey; treasurer, Florence Whiskey. The teachers are Miss Ethel Painter of Dawson and Miss Edna Conway of Connellsville.

SHOWER FOR PRIEST

Congregation Gives Father J. P. Brennan a Pleasant Surprise.

Rev. Father J. P. Brennan of St. Aloysius Catholic Church at Dunbar, was tendered a surprise miscellaneous shower Wednesday night at St. Aloysius Hall, Dunbar. The affair was given by his congregation and was largely attended. Many handsome linens and other useful household articles were received.

Among the out of town persons present were Mrs. S. J. Harry, Mrs. James O'Hara and Misses Mary and Alice McKevitt of Connellsville.

Returns After Operation.

Miss Margaret McKevitt, who underwent a very successful operation at the Mayo Institution at Rochester, Minn., accompanied by her mother, Mrs. P. H. McKevitt, arrived home Thursday. Prior to undertaking the operation Miss McKevitt took treatment at a sanatorium at Rome City, Ind.

Mrs. In Uniontown Hospital, Lawrence Bruker of Fairchance, 26 years old, died Sunday in the Uniontown Hospital of peritonitis.

Advertise in The Weekly Courier.

Vanderbilt Car is Wrecked at the Brookvale School.

FOURTEEN TAKEN TO HOSPITALS

All Except Six are Able to Leave After Having Injuries Dressed; Three are in Serious Condition, but They are Expected to Recover.

Nineteen persons were injured some of them seriously, when a West Penn street car left the rails on a sharp curve at the Brookvale school house, just west of town, and completely overturned. Fourteen passengers were treated at the two hospitals here, but all except six were able to leave after having their injuries dressed and another departed about 8 o'clock last Wednesday evening.

THE INJURED

FRANK VOLPE, 18, Second street, West Side, leg badly lacerated and amputation may be necessary, condition serious.

MISS ELIZABETH O'TOOLE, 21, Everson, unconscious; several hours, laceration above eye, may be injured about face.

MISS SIMON STEWART, 14, 907 Run, unconscious; several hours, laceration about face.

MISS LUCY GLENNON, 20, Dawson, lacerated, shoulder badly injured, and laceration from shock.

MISS CATHERINE HOLLERAN, 17, Sharpburg, cuts about face and nose.

FRANK VOLPE, 18, 10th avenue, contusion above eye.

JOSEPH VANSLI, 18, Vanderburg, arm cut and bruised.

A. J. O'LEARY, 28, Vanderburg, had cash in forehead.

CHARLES E. BURKEY, 11, Trotter, cut about eye.

MISS CATHERINE RABTER, 26, Leisner, cut about face and hand.

MISS JOSEPHINE PAULCH, 18, Leisner, cut about face and hand.

MRS. JAMES HEASTY, 13, Trotter, slightly cut about shoulder.

EARL WHITE, 22, Leisner, severely bruised.

S. G. MURPHY, Vanderburg, shaken up and bruised, not taken to hospital.

PAUL ROLAND, Trotter, slightly injured about the hip, but hurt internally, not taken to hospital.

PHILIP MEGGAN, 21, Leisner, scratches on face, skin injured.

EARL O'LEARY, 21, 10th of Mr. and Mrs. A. J. O'Leary, injured leg, went to his home.

Car No. 219 on the Vanderbilt line, in charge of Motorman F. W. Miller and Conductor F. Carney, was coming towards Connellsville about 20 minutes late. It left the tracks on the curve at the point where the trolley tracks leave the main road at the Brookvale school. According to passengers, it was going at rapid speed at the time, the impression prevailing that the motorman was endeavoring to make up some of the lost time. A drizzling rain had been falling, which made the tracks slippery, and the inference is drawn that the brakes failed to hold. The car was going at such speed when it struck the curve that it turned completely over. Instead of going forward, however, it made the turn and came down on its side with the body parallel to the rails.

There were 19 passengers on board at the time and all of them were more or less seriously hurt. Flying glass caused some of the injuries, while many were hurt as the result of being thrown violently from their seats and piled into the side of the car.

Those most seriously injured were Frank Wolf of the West Side, Miss Elizabeth O'Toole of Everson, and Mrs. Simon Stewart of Run avenue who were taken to the Cottage State Hospital, and Miss Lucy Glennon of Dawson, and Mrs. Catherine Holleran of Sharpburg a guest of Miss Glennon, who were treated at the South Side Hospital. All of these victims are still at the hospitals. Frank Volpe of York avenue did not leave the Cottage State Hospital until this morning.

News of the accident spread rapidly and in a short time many spectators had gathered. The ambulance was called and took the most seriously injured to hospitals, while automobiles which had been rushed to the scene carried others.

It took several minutes for the imprisoned passengers to find their way out of the car. Frank Wolf was pined under the car and it required some time to extricate him. His leg was badly torn and lacerated. It is feared an amputation will be necessary.

Because of the fact that the doors at both end of the cars were closed, difficulty was experienced in getting out. S. G. McBurkey, store manager for W. J. Rainey at Paul, and A. A. Mitchell, superintendent of the same works, forced one of the doors open and enabled a majority of the passengers to get out in that way.

There was great confusion for a time. Several passengers lost valuable one man having, it is said, dropped a purse containing \$50. It was said that early spectators who gathered picked up a number of valuables, some of which were not returned.

At first Motorman Miller could not be located and it was feared he had been pinned under the car. He was unhurt, except for a few scratches, and had gone to a telephone to summon assistance. Conductor Carney also escaped without serious injuries.

Seven of the victims were taken to the Cottage State Hospital. They were Frank Wolf, Miss O'Toole, Mrs. Stewart, Frank Volpe, Joseph Vansli, A. A. Mitchell and Charles E. Burkey. Volpe appeared to be the most seriously hurt. As yet it has not been possible to determine the extent of Miss O'Toole's injuries. She was unconscious for some hours after the accident and for a time it was feared that her back had been badly injured. She suffered a laceration over the eye.

and as believed to have been injured internally. Miss O'Toole left the hospital only two weeks ago, having had a finger amputated. She had visited a physician here to have the injury dressed and then went to Leisner to visit friends. She was returning on the car which was wrecked.

Mrs. Simon Stewart of Run avenue had her baby with her, but it escaped injury. Mrs. Stewart's arm went through a glass window and is said to have been caught under the car. It was badly lacerated. She also suffered contusion about the face.

Miss Lucy Glennon, sister of Father E. A. Glennon of Dawson, was on board the car with Mrs. Catherine Holleran of Sharpburg. Both were taken to the South Side Hospital where it was found Miss Glennon suffered a badly lacerated ear and possibly a dislocated shoulder. Mrs. Holleran escaped with cuts about the face, but suffered somewhat from shock. Both remained at the hospital for treatment. Mrs. Rabter, Miss Paulch, Mrs. Grasty, Earl White and Philip Meggan left that hospital as soon as their injuries had been dressed.

Joseph Vansli was particularly unfortunate. He was on his way to Uniontown to visit his father who had been caught in a fall in the Paul mine earlier in the day. The young man intended to take the Phillips car to Uniontown, but when the Vanderbilt car was late, decided to come into Connellsville and go up on the main line. His arm was cut and bruised, but he only remained in the hospital long enough to have his injuries attended to.

A. A. Mitchell, superintendent of the Paul plant, suffered a bad gash on the forehead. He was coming into town with Store Manager S. G. McBurkey, who escaped with bruises. Paul Roland of Trotter, was a passenger, but escaped without serious injuries and did not go to a hospital.

Wet rail, which caused the wheels to slip after being locked by the sudden application of the magnetic brakes, was given as the cause of the accident in a statement issued by the B. D. Donnelly, claim agent of the West Penn.

"The track and cars were found to be in good condition when we investigated them after the accident," said Mr. Donnelly. "So the only thing we can attribute it to is the locking of the wheels as the magnetic brakes were applied coming to the curve. From the reports of the crew, the car came to a stop for an instant and then toppled over. The car did not leave the tracks at the curve, but its momentum was sufficient to overturn it after the wheels became locked."

Mr. Donnelly said that so far as he knew not a bone was broken in the accident. Most of the injuries, he said, were caused by broken glass and the sudden tossing of passengers from their seats when the car toppled over.

Motorman F. W. Miller says that he applied the brakes as he neared the curve but that he felt the wheels lock and before he could release them the front trucks had rounded the curve and in an instant the car was on its side. He was unhurt.

Conductor Frank Carney was about the middle of the car when it overturned. He found himself at the bottom of a struggling heap of humanity a few seconds later. He escaped with a few bruises and a cut finger.

The West Penn officials and the victims of the accident all are profuse in their praise of the family of Edward Shives, into whose home all of the injured were taken. They supplied blankets, bandages and other first aid requisites, and did all in their power to assist the suffering ones until the ambulance and taxicabs arrived to take them to the hospitals.

ELKS TO GIVE MINSTREL

Big Show Will be Produced Under Direction of C. E. Stouff.

The tenth minstrel show to be given by the Connellsville Elks will be held December 12 and 13 under the direction of Charles E. Stouff. Rehearsals will begin in a short time. The minstrel committee is headed by T. V. Donegan as chairman, with M. B. Pryce as secretary. Both have had lots of experience in this line.

It is five years since the Elks put on a minstrel show and those in charge believe that this will be an opportune time to revive the annual production. The Elks' minstrel shows were mighty good in the past but the committee says this will be "bigger and better than ever."

Uniontown Goes Under.

California Normal Defeated Uniontown High School Saturday by a score of 7-0.

Subscribe for The Weekly Courier. \$1.50 a year in advance.

WELL KNOWN WOMAN NEAR SCOTSDALE IS CALLED BY DEATH

Mrs. Almeda B. Wilson Succumbs at Walnut Hill Home.

MILL TOWN GIRL IN MOVIES

Miss Lillian Peacock is a Topliner With Joker Film Company and Has Had Many Thrilling Experiences. Veteran Printer is 51 Years Old.

SCOTSDALE, Oct. 30.—Miss Almeda B. Wilson, aged 57 years, died Sunday at 3:50 A. M. at the Walnut Hill family residence, one mile east of Scottdale. Miss Wilson is survived by one sister, Mrs. Lizzie O. Fortunate. He was on his way to Uniontown to visit his father who had been caught in a fall in the Paul mine earlier in the day. The young man intended to take the Phillips car to Uniontown, but when the Vanderbilt car was late, decided to come into Connellsville and go up on the main line. His arm was cut and bruised, but he only remained in the hospital long enough to have his injuries attended to.

A. A. Mitchell, superintendent of the Paul plant, suffered a bad gash on the forehead. He was coming into town with Store

REORGANIZATION OF THE WESTERN MD. IS BEING PLANNED

Now That Its Operation Has
Been Reduced to a
Sound Basis.

BIG INCREASE IN TRAIN LOADS

Other Improvements Which Permit
More Traffic to be Handled at In-
creased Economies; Passenger Busi-
ness Unprofitable; Coal Traffic Grows

The Western Maryland board of directors is actively considering a re-organization of the company's financial affairs so as to end what is really, although not technically, a friendly receivership, says the Railroad Age Gazette. The Western Maryland has \$10,000,000 secured and \$6,000,000 unsecured notes now outstanding which are in default as to interest since January 1, 1915, and as to principal since July 1, 1915. The greater part of these notes are owned or controlled by the same interests which control the board of directors of the Western Maryland and technically no receivership has taken place. It ought not to be a very difficult matter to make the necessary readjustment on a basis which will be satisfactory to security-holders. Very wisely, it would seem, the Western Maryland has set its operating house in order before undertaking financial readjustment. So far as can be seen now the splendid showing which was made in the fiscal year ended June 30, 1916, is but the beginning of what may be expected.

In this last fiscal year the company, operating 639 miles of road, earned \$10,550,000. This is an increase over the previous year of \$2,247,000. There was an increase of only \$782,000 in operating expenses, about half of which was in transportation expenses and half in maintenance, leaving an operating income of \$3,542,000, an increase over the previous year of \$1,422,000. There was a surplus after interest charges, including the unpaid interest charges on the defaulted notes, of \$540,000, as contrasted with a deficit in 1915 of \$908,000. With its present facilities the Western Maryland ought to be capable of earning over \$20,000 a mile—earnings in 1915 were at the rate of \$16.165, and in 1916 \$13.132. Not only are the facilities adequate for a much larger business, but active steps are being taken to secure it.

One of the most important of these steps is the development of terminal facilities at Baltimore and Port Covington. At Port Covington the company now has a grain elevator with a capacity of 1,900,000 bushels, and at Baltimore and at Port Covington the railroad company has secured connection with industries, some of them affiliated with the Standard Oil interests, which should give it a very considerable westbound business; and that is what the Western Maryland needs badly to be used in bargaining with the Pittsburgh & Lake Erie for eastbound business at Conneltsville.

The Western Maryland is controlled by the same interests that now control the Consolidation Coal Company, and by the construction of new lines and negotiation of new agreements the Western Maryland is providing for what ought to be a large permanent increase in its coal traffic. The management is demonstrating in a quite conclusive way its ability to handle increased traffic on an increasingly economical basis. All of these things are important factors in the success which ought to attend the reorganization of the company's finances.

The total tonnage of freight handled by the Western Maryland in 1915 was 15,378,000, comparing with 12,205,000 tons handled in 1914. In 1916 bituminous coal furnished 8,320,000 tons of traffic and in 1915, 7,413,000 tons. It will be noted that the proportion of coal tonnage to total tonnage was less in 1916 than in 1915. On the other hand, the total tonnage of manufactures carried in 1916 was 2,238,000, which was 14.55 per cent of the total tonnage carried and compares with 1,525,000 tonnage of manufactures in 1915, which was 12.49 per cent of the total tonnage in that year.

Notwithstanding the fact that the new grain elevator went into operation only in December, 1915, and the addition to it, which increased its capacity by 1,000,000 bushels, was not completed until September, 1916, after the close of the fiscal year, the tonnage of grain handled by the Western Maryland in 1916 was 460,000, as compared with 77,000 handled in 1915. In the six and a half months during which the elevator was in operation 14,968,000 bushels of grain were received, representing 10,448 carloads and 33 small bay boats. There were loaded at the elevator during the year 127 vessels.

The average revenue trainload of freight in 1916 was 327 tons, an increase of 120 tons. The average receipts per ton per mile in 1916 were 5.01 mills and in 1915, 5.24 mills. The average length of haul was 122 miles in 1916 and 116 miles in the year 1915.

The passenger business of the Western Maryland is not profitable. Average passenger-train earnings, including not only passenger fares but incidental earnings from passenger trains, is less than one dollar per mile, being 94.128 cents in 1916 as against 93.289 cents in 1915. The West Virginia authorities gave the Western Maryland permission to raise its intrastate rates from two to two and a half cents, but something further will have to be done if this branch of the service is not to continue to be a parasite.

The company is now operating 676 miles as against 661 in 1915. In 1916 the operating revenue was \$10,550,000, compared with \$8,685,450 in 1915. Total operating expenses increased from \$6,257,432 in 1915 to \$7,039,608 in 1916. Gross income in 1916 was

\$3,854,563 compared with \$2,357,124 in 1915. The deficit of \$907,906 in net income in 1915 was transformed into \$539,693 net in 1916, indicating that the property is now well established as a profitable operating property.

WILL ELECTRIFY PART OF W. MD.

Will Handle Traffic Over Blue Ridge
Mountains With Electric Motors.
Other Improvements Planned.

The Western Maryland Railroad Company is planning to undertake an extensive scheme of improvements in order to enable it to handle traffic on a larger scale and at reduced operating expense, which is already low for a road of its character and location. Application has been made to the Public Service Commission of Maryland for approval of 60 promissory notes of \$1,118,131, a total of \$67,087,801, at 5%. The proceeds from the sale of the notes will be devoted to the extension of the automatic block system on the road.

This improvement is one of the many under way and contemplated by the management of the railroad company. The main line of the road is now being double tracked at some points. At other points similar work will be done in the near future. Within a few years the road will be double tracked from Baltimore to Conneltsville, where connects with the Pittsburgh & Lake Erie.

The most important improvement contemplated is the installation of electric motors for hauling trains over the Blue Ridge mountains. This problem has been the most difficult encountered by President Carl R. Gray in his task of transforming the Western Maryland into a railroad capable of hauling coal and other heavy traffic economically and efficiently. He is convinced that the problem will be satisfactorily solved through the use of electric motors for mountain climbing.

By the removal of this obstacle the contemplated tunnels under Blue Ridge Summit, or under South Mountain, have been abandoned. At one time it was proposed to extend the road in a straight line from Glyndon to Frederick and thence under Braddock Heights across Middlebrook Valley, under South Mountain to Hagerstown. The project was so expensive as to be almost prohibited.

CEMENT FOR MEXICO

Concessions Granted American Firm
to Develop Rich Property.

JAUREZ, Mexico, Oct. 31.—Mexico plans to rebuild her revolution-shattered industries upon a firm foundation. With the restoration of peace in the republic the thousands of factories, mills, shops and stores which have been burned, wrecked or partially destroyed by artillery fire or by the work of the bombing crews which are always a part of a Mexican army in the field, are to be rebuilt.

The representatives of a large Pacific coast cement manufacturing company recently visited Andres Garcia, inspector general of consulates for the Carranza government and General Francisco Gonzales, commander of the Jaurez garrison, and consulted with them regarding the creation of a \$1,000,000 cement plant in Jaurez to utilize the great shale beds which are to be found at the foot of the Jaurez mountains. This material has been tested and found to be good for cement making. The supply is said by experts to be inexhaustible and the shale beds are located near enough to the railroad to make haulage costs low.

The representative of the American cement company is being given every encouragement by the Carranza officials. They realize the importance of having such a plant on the border where its product can be shipped to all points in the interior at a low cost. While many of the buildings in Mexico are built of adobe, the larger buildings are made of brick and stone, concrete having been little used in construction work in the interior because of the comparative scarcity of cement. With the construction of a plant to manufacture cement here, many Mexican laborers who are now forced to go to the United States in search of employment will be employed, and, because of the lower cost of labor in this country, it will be possible to sell the finished product of the plant at a much lower rate than that prevailing in the United States, the promoters say.

CARS AND LOCOMOTIVES

Buying Proceeding More Freely Than
Earlier in the Year.

The compilation made by The American Metal Market shows that 19,633 cars were bought in the month of September, the largest total for any month of the year since January when the purchases totaled 21,337. The total for the first half of the year was 64,287 cars compared with 69,916 cars for the first half of 1915. The year 1915 produced orders for 131,133 cars, the heaviest buying since 1913 when 147,000 cars were ordered.

During the first half of 1916 the locomotive orders reached a total of 2,124 as compared with 969 in the first half of 1915 and exceeding the total was but 1,927. February has been the heaviest month of 1916 buying the number being 555. June was the lowest with 62 ordered. In August orders reached 155 and September 265.

More Wires Underground.

The Pennsylvania Railroad Company has authorized an appropriation of \$85,000, the money to be spent in placing its telephone, telegraph and signal wires between the Pennsylvania and East Liberty stations underground.

More Electrification.

The Great Northern Railroad Company plans the electrification of more than 300 miles of its main line between Spokane and Seattle, Wash.

Coal Freight Rates

TO EASTERN PORTS		ORIGINATING DISTRICT	
Rate per Gross Ton of 2,240 lbs.	Cy's	Pittsburg	Fairmont
Destination			
Baltimore, Md.	2.00	1.85	1.70
Chesapeake, Pa.	1.70	1.55	1.40
Harrisburg, Pa.	1.50	1.35	1.20
Lebanon, Pa.	1.40	1.25	1.10
New York, 87th St.	2.10	1.95	1.80
Philadelphia, Pa.	2.00	1.85	1.70
St. Louis, Mo.	1.75	1.60	1.45
St. Paul, Minn.	1.75	1.60	1.45
South Bethlehem, Pa.	2.10	1.95	1.80
Syracuse, N. Y.	2.10	1.95	1.80
To ATLANTIC PORTS via P. R. R.			
Greenwich, Pa.	1.75	1.60	1.45
Greensburg, Pa.	1.50	1.35	1.20
So. Amboy, N. J.	1.50	1.35	1.20
Harrisburg, N. J.	1.50	1.35	1.20
Greenwich, N. J.	1.50	1.35	1.20
Canton, Md.	1.75	1.60	1.45
Canton, Md. for Export	1.50	1.35	1.20
To ATLANTIC PORTS via B. & O.			
St. George, N. Y.	2.25	2.10	1.95
St. George, N. Y. for Export	1.80	1.65	1.50
Philadelphia, Pa.	1.75	1.60	1.45
Philadelphia, Pa. for Export	1.50	1.35	1.20
Curtis Bay, Balt., for Export	1.50	1.35	1.20

*The rate from the Fairmont District to Johnston is 78c. The Conneltsville Rate applies to shipments from points on the Southwest Branch of the Pennsylvania Railroad south of Conneltsville from points on the Pittsburgh, Virginia & Charleston and points on the Monongahela River Railroad.

TO WESTERN PORTS		ORIGINATING DISTRICT	
Rate per Net Ton of 2,000 lbs.	Pittsburg	Conneltsville	Fairmont
Destination			
Canton, O.	\$0.96	\$1.10	\$1.05
Cincinnati, O.	1.00	1.15	1.10
Cleveland, O.	1.00	1.15	1.10
Columbus, O.	1.00	1.15	1.10
Dayton, O.	1.00	1.15	1.10
Indianapolis, Ind.	1.00	1.15	1.10
Toledo, O.	1.00	1.15	1.10
Youngstown, O.	1.00	1.15	1.10
Lake Ports	.75	.90	.85

The Pittsburgh District includes points east as far as Latrobe and south to the Pennsylvania Railroad south of Conneltsville, including Brownsville and Braxton on the Pittsburgh, Virginia & Charleston Railroad; eastward to Dawson on the Baltimore & Ohio Railroad; and southward to the Pittsburgh and Lake Erie Railroad, including Brownsville on the New York Central Lines.

The Conneltsville District includes points on the Southwest Branch of the Pennsylvania Railroad south of Conneltsville, on the Pittsburgh, Virginia & Charleston Railroad except Braxton and all Monongahela River Railroad points east of Conneltsville, including Conneltsville Transfer, and points on the Baltimore & Ohio Railroad to Point Marion, Pa.

PLANS ARE BEING DEvised TO MAKE AN ACTUAL 8-HR. DAY

Railroads Arranging Work-
ing Schedule to Fit the
Adamson Law.

RUNS WILL END WITH 8 HOURS

Instead of at Division Points as Has
Been the Custom Heretofore, Crews
Belong Required to Make Full 8 Hours
Time in Order to Get 8 Hours Pay.

The New York Central railroad has perfected arrangements to substitute an actual eight-hour work day for its trainmen for the present one of indeterminate duration up to 10 hours, in the event of constitutionality of the Adamson act shall be affirmed by the Supreme Court. The Pennsylvania Railroad is preparing to do so in the same eventuality. Their example will, it is anticipated, be followed by other roads, says F. A. Layman, railroad editor of the Pittsburgh Dispatch.

At present there are many runs that are covered normally in less than eight hours, nevertheless, the men making them receive pay for 10 hours' work. Under the new arrangement, the men will be required to work a full eight hours. For example, the run to Youngstown from Pittsburgh is 65 miles and ordinarily is made in less than eight hours. Hence a crew making it would be required to double back over the line with another train till the expiration of its eight-hour trick, when another crew would pick up the train and bring it into Pittsburgh, it in turn taking out yet another train for the unexpired portion of its eight hours.

Referring to the proposed rearrangement of runs, the railroads explain that no physical reason exists why a train crew should not be required to run beyond a given division terminal. That they have not is simply conforming to custom. The engines can be changed at division points, as usual, but the men can be required to go on till they have worked full eight hours.

At present a passenger crew takes a train from Pittsburgh to Altoona, for example, and returns with another, working making the equivalent of two work days between sunrise and sunset, but by the proposed plan the double run would be made usually within the prescribed eight-hour day and when from any cause it should be exceeded by an hour or two the men would receive only pro rata overtime, instead of the present two days' pay.

Adverting to the suggestion that crews may be relieved at points on the lines distant from division terminals upon completing their eight-hour days, it is suggested by the railroads that they would probably be willing to deadhead the men thus marooned to their destinations, but that they will not be recompensed for the time thus consumed by them, nor yet the time consumed in traveling to points at which they shall pick up trains.

Yet again, it is suggested by the railroads that since existing wage agreements were made by the roads and all of them, since a contract may not be altered in its provisions except with the consent of all the parties thereto and the carriers never have consented to the eight-hour provision.

BIG DAMAGES

Awarded Coal Company in Suit Over
Car Distribution by P. R. R.

Damages of \$49,711.29 for unjust discrimination by the Pennsylvania Railroad Company in the distribution of its coal cars were awarded the Beulah Coal Company by a jury in the United States District Court in Philadelphia.

The award is \$15,472 less than the amount allowed the coal company, including interest, by the Interstate Commerce Commission, and \$35,841 less than the amount claimed by the coal company, including interest from June 28, 1907.

HEAVY PENALTY MAY BE IMPOSED

Pennsylvania Railroad Liable to be
Fined \$1,000.00 for Violation
of the Elkins Law.

Fines aggregating \$1,000.00 may be levied against the Pennsylvania Railroad Company as the result of an indictment by the Federal grand jury on 59 counts, charging violations of the Elkins law. One indictment contains 40 counts, charges the railroad granted concessions in the matter of demurrage rates to the Cambria Steel Company.

The first indictment against the Pennsylvania railroad charges that it granted concessions to the Cambria Steel Company in connection with carload shipments forwarded from Ashtabula and Cleveland to the steel company at Johnstown during the seasons of 1913, 1915 and 1916.

It is charged that the railroad established in its tariffs and schedule demurrage rates of \$1 per day for cars held longer than 48 hours, but that the company, in violation of these rates, allowed cars to stand from 10 to 35 days and then refused to collect demurrage. The second indictment charges the same character of offenses resulted in the railroad failing to observe its published and filed tariffs.

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Line; Tonnage Increasing.

That the products of the mines constitute a large and important portion of the total traffic of the Western Maryland Railway Company is evidenced by the tonnage statement covering the fiscal year which ended June 30 last. Coal and other mining products were transported over the lines of the company to the extent of 10,263,101 tons, as compared with 8,602,280 tons for the previous fiscal year, an increase of 1,660,821 tons.

Bituminous coal traffic totaled 8,819,691 tons, as against 7,412,452 tons for the previous 12 months. Anthracite coal shipments amounted to 260,358 tons, as compared with 318,056 tons for the year before, while coke traffic is placed at 391,901 tons, as against 269,047 tons for the previous 12 months.

The ore tonnage for the 12 months was 113,157 tons, as against 70,593 tons for 1914-1915.

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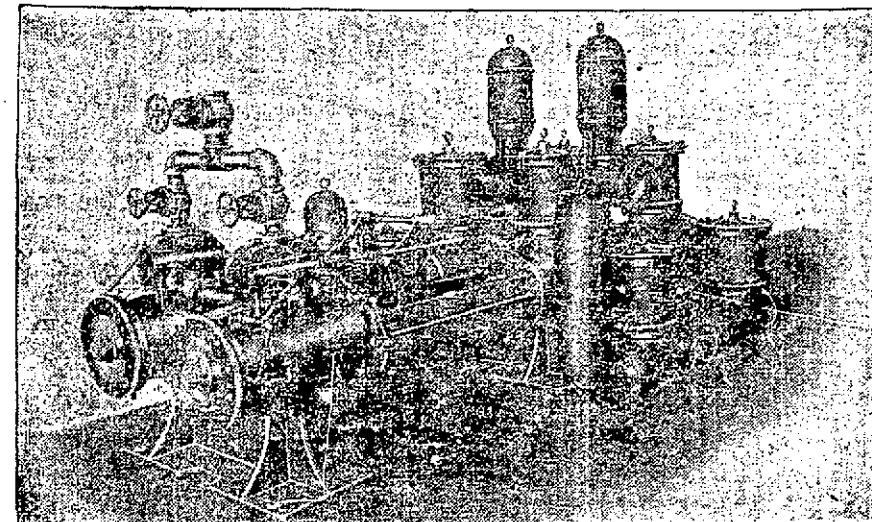
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Plants 1, 2 and 3		Tyler and Sykesville Wks.,	600
Austin Coal & Coke Co.,	425	H. C. Fickel Coke Co.,	1,000
Plants 2 and 3		Yorktown, Shof and Dittner	1,000
Colonial Coke Company,	100	Struthers Coal & Coke Co.,	1,000
Shoemaker		Belthank Works	150

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